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SEVERANCE STUDY

MANUAL

Right of way, Research

NEW JERSEY STATE HIGHWAY DEPARTMENT

IN REPLY PLEASE REFER TO

Severance Damage Studies
Samples 1 to 25

State of New Jersey

STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

Gentlemen:

The Economic Study Section of the New Jersey State Highway Department's Division of Acquisition and Titles has completed 25 severance damage case studies in cooperation with the United States Department of Commerce, Bureau of Public Roads. (See Exhibit V attached).

A condensed report of each study is presented herewith. We have indicated the approximate locations of the properties involved in these studies on the map of the State, marked Exhibit I, which will be found in the addenda to this volume.

Attention is called to Samples 4 to 18 inclusive of the studies. These are the result of investigations of remainder properties after partial takings for the location of Route 44 Freeway in Gloucester County. This is now a part of Route U.S. 130 and of Interstate Route I – 295. The area included covered a seven mile stretch of the Freeway south of Woodbury.

Sixty–two partial takings on this portion of the Freeway were included in the investigation. Of these, but fifteen were found to be suitable for complete case studies. Exhibit II is a tabulation of the parcels investigated on Section 11 and 14 of the Freeway. Exhibit III is a similar tabulation for Section 15. On these two exhibits we have included the fifteen completed studies, together with the properties that were unsuitable for our purpose and the reasons for their rejection.

We are aware that various influences have been at work in the Delaware Valley, especially in the area in the vicinity of our studies. Firstly, the construction of the New Jersey Turnpike opened up a great portion of this territory for development by providing quick access to major centers of population. This has led to partial industrialization of the area, as will be noted by the following events.

The Texas Company had established a tank farm and refinery along the Delaware River about 2½ miles northeast of the easterly limits of our study area at the time the State was purchasing right of way for Route 44 Freeway.

The Sun Oil Company has installed a similar tank farm 1½ miles southeast of our studies.

A Subsidiary, or holding company, of the Pennsylvania Railroad was engaged in assembling lands for potential industrial usage at the time State acquisitions were in progress. Some of their purchases are covered by our case studies. This assemblage may still be in progress. It is more or less common knowledge that the assemblage was primarily intended for a steel plant. Apparently, the construction of the Fairless Steel Plant on the opposite side of the Delaware River, in Pennsylvania, ruled out such usage.

Since the completion of our field studies in this area, Monsanto Chemical Company has purchased between 150 and 160 acres of land southwest of Bridgeport. The land lies between the State Highway and the Delaware River, and is some 4 miles west of the westerly limit of our studies. The reputed total cost of the land was $350,000 and represented $3,000 per acre for land along the river and $2,000 per acre for "rear" land. Monsanto's new plant at this location is about ready for occupancy.

There appears to be no rhyme or reason for the variable prices paid for land from the time of the State's acquisition of lands for Route 44 Freeway and the present time. We find some recent sales at about the same price per acre that generally prevailed in private sales in the early 1950's. We find prices paid for assemblages in the early 1950's and prices for assemblages today to be comparable. We are not prepared to say there was an increase or decrease in value during the ten year period covered by the studies. We are informed, however, that during the past year speculation has increased, with corresponding increase in acreage cost, in West Deptford Township. This has been partially caused by the creation of an Industrial Park in that Township adjacent to the Sun Oil Plant before mentioned. Prices now being paid range from $1,500 to $2,000 per acre for industrial land.

The remaining studies, Samples 19 through 25, cover remainder properties on Route U.S. 1 from the vicinity of Trenton to the vicinity of New Brunswick. These are all on Jughandles, which provide traffic lanes for left hand or for U turns. These lanes take off from the right lane of the highway in advance of an intersection or pre-designated "U" turn point, and convey traffic across the main-highway---usually under traffic signal control. This movement eliminates all turns from within active traffic lanes and in addition to providing greater safety, reduces traffic delays that turns from active lanes usually create.

These seven studies indicate, in general, that the construction of these jughandles have not damaged the remainders of properties affected by their construction. Similar jughandle studies will be continued at other locations throughout the State in order that their usage in courts may be expedited.

Exhibit IV indicates the changes in unit land values of the various cases reported upon, except Sample No. 1, between the time of the purchase by the State and the later sale of the remainders or parts thereof.

The twenty-five studies convince us that usually less damage, if any, should be allocated to remainderment properties than have been so far indicated in appraisals that have been received by our Department. They convince us that serious consideration must be given by our appraisers to the special benefits certain properties derive from highway construction. They also convince us that the studies should be continued so that we will have a realistic and substantial foundation upon which, in the future, appraisers in our State can base their appraisals of special benefits and of damages.

H. N. Kramer

Herman N. Kramer
Director
Division of Right of Way
Acquisition & Titles

EXHIBIT II

CASES INVESTIGATED, STUDIES COMPLETED & CASES REJECTED

ROUTE 44 FREEWAY – SECTION 11 & 14

PARCELS INVESTIGATED	STUDIES COMPLETED	STILL IN SAME OWNERSHIP	ORIGINAL DATA INADEQUATE	FAMILY SALES	EXECUTOR'S SALE	SALE BY PUBLIC BODY
1 A						
2 A & B						
3 G						
5 D						
5 E						
5 F						
5 L						
9						
10						
25 A						
27						
31 A & B						
41						
46						
R 52 A 1 Etc.						
53 A Etc.						
55 A & B						
56						
57 A, B, C						
R 58 B						
59						
60						
61						
62 B						
63						
64						
65 A, B, C						
66 A & B						
69						
70						
71						
R 83						
R 84 A, B, C						
85						
87						
89						
91						
92 B						
TOTAL 38 Cases	9	11	7	3	1	4
% of TOTALS	24 %	37 %	18 %	8 %	3 %	10 %

EXHIBIT III

TABULATION OF CASES INVESTIGATED, STUDIES COMPLETED & CASES REJECTED

ROUTE 44 FREEWAY – SECTION 15

PARCELS INVESTIGATED	STUDIES COMPLETED	STILL IN SAME OWNERSHIP	ORIGINAL DATA INADEQUATE	FAMILY SALES	EXECUTOR'S SALE	SALE BY PUBLIC BODY
1						
3						
4						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
18						
19						
20						
21						
22						
23						
25						
26						
27						
28						
30						
TOTALS 25 Cases	6	10	2	7	0	0
% of TOTAL	24%	40%	8%	28%		

NUMBER	DATE	VALUE	DATE	PRICE	% CHANGE	NOTES
1	5 – 59	1,500	NOT	SOLD		
2	10 – 14 – 58	1,100	10 – 16 – 58	1,500	+ 36	1
3	8 – 57	6,540	3 – 59	18,920	+ 190	1 & 2
4	1 – 52	29,572	12 – 55	79,500	+ 169	3
5	5 – 55	5,500	1 – 56	6,000	+ 9	3
6	5 – 50	8,009	6 – 55	11,436	+ 43	1 & 2
7	5 – 51	667 / AC	5 – 55	6,200 / AC	+ 830	2
8	5 – 50	4,550	3 – 56	7,500	+ 65	3
9	5 – 52	720 / AC	5 – 60	1,465 / AC	+ 103	1 & 2
10	9 – 56	41,250	11 – 59	55,650	+ 35	1 & 3
11	6 – 52	122,300	3 – 58	170,775	+ 40	1 & 4
12	5 – 52	8,500	11 – 53	6,500	- 24	3
13	2 – 51	1,550	1 – 53	2,000	+ 29	1 & 2
14	8 – 51	200 – 300	5 – 60	200 – 300	0	1, 2 & 5
15	4 – 51	3,875	7 – 55	6,500	+ 68	1 & 2
16	3 – 51	1,825	9 – 56	4,250	+ 57	1 & 2
17	2 – 51	7,400	4 – 58	7,987	+ 8	3
18	4 – 51	8,350	5 – 57	14,000	+ 68	1
19	10 – 59	1,750	11 – 60	5,000	+ 185	1
20	6 – 59	32,500	2 – 60	41,000	+ 26	1
21	2 – 59	500	3 – 60	2,000	+ 300	1
22	11 – 60	3,000 / AC	11 – 60	3,500 / AC	+ 17	2
23	6 – 59	1,950 / AC	10 – 59	3,100 / AC	+ 64	2
24	7 – 59	69 / FF	3 – 60	80 / FF	+ 16	2
25	9 – 58	88,110	5 – 60	90,000	+ 02	1

1. LAND ONLY.
2. PORTION OF REMAINDER, ONLY.
3. ENTIRE REMAINDER, LAND & IMPROVEMENTS.
4. VALUE ESTABLISHED BY OWNER'S APPRAISER IN COURT ACTION.
5. VALUE PER PLOT, 42 FEET BY 130 FEET.

EXHIBIT V

ELEMENTS AFFECTING

RESIDUAL TRACTS

SAMPLE NUMBER	IDENTIFICATION			REMAINDER			REDUCTION		SHAPE	PROXIMITY	JUGHANDLE OR TURNAROUND	HWY. ACCESS REPLACED		HIGHER AND BETTER USE	PROXIMITY TO INTERCHANGE
	ROUTE	SECTION	PARCEL	DIVIDED	ISOLATED	LAND LOCKED	IN SIZE	IN FRONTAGE				BY FRONTAGE ROAD	BY ACCESS ROAD		
1	[illegible]	12	R 35												
2	[illegible]	2 (15)	43												
3	[illegible]	2 (14)	5												
4	44 FWY	11 & 14	50												
5	44 FWY	11 & 14	59												
6	44 FWY	11 & 14	52												
7	44 FWY	11 & 14	55												
8	44 FWY	11 & 14	60												
9	44 FWY	11 & 14	62 B												
10	44 FWY	11 & 14	64												
11	44 FWY	11 & 14	85												
12	44 FWY	11 & 14	87												
13	44 FWY	15	1												
14	44 FWY	15	2												
15	44 FWY	15	4												
16	44 FWY	15	7												
17	[illegible]	15	8												
18	44 FWY	15	R 13												
19	[illegible]	[illegible]	[illegible]												
20	[illegible]	[illegible]	69												
21	[illegible]	[illegible]	62												
22	[illegible]	[illegible]	61												
23	[illegible]	4	74												
24	[illegible]	[illegible]	R 111												
25	[illegible]	[illegible]	112												

SAMPLE NUMBER	STATE VALUATION		SALE OF REMAINDER			SEE FOOT NOTES
	DATE	VALUE	DATE	PRICE	% CHANGE	
1	5 – 59	1,500	NOT	SOLD		
2	10 – 14 – 58	1,100	10 – 16 – 58	1,500	+ 36	1
3	8 – 57	6,540	3 – 59	18,920	+ 190	1 & 2
4	1 – 52	29,572	12 – 55	79,500	+ 169	3
5	5 – 55	5,500	1 – 56	6,000	+ 9	3
6	5 – 50	8,009	6 – 55	11,436	+ 43	1 & 2
7	5 – 51	667 / AC	5 – 55	6,200 / AC	+ 830	2
8	5 – 50	4,550	3 – 56	7,500	+ 65	3
9	5 – 52	720 / AC	5 – 60	1,465 / AC	+ 103	1 & 2
10	9 – 56	41,250	11 – 59	55,650	+ 35	1 & 3
11	6 – 52	122,300	3 – 58	170,775	+ 40	1 & 4
12	5 – 52	8,500	11 – 53	6,500	– 24	3
13	2 – 51	1,550	1 – 53	2,000	+ 29	1 & 2
14	8 – 51	200 – 300	5 – 60	200 – 300	0	1, 2 & 5
15	4 – 51	3,875	7 – 55	6,500	+ 68	1 & 2
16	3 – 51	1,825	9 – 56	4,250	+ 57	1 & 2
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18	4 – 51	8,350	5 – 57	14,000	+ 68	1
19	10 – 59	1,750	11 – 60	5,000	+ 185	1
20	6 – 59	32,500	2 – 60	41,000	+ 26	1
21	2 – 59	500	3 – 60	2,000	+ 300	1
22	11 – 60	3,000 / AC	11 – 60	3,500 / AC	+ 17	2
23	6 – 59	1,950 / AC	10 – 59	3,100 / AC	+ 64	2
24	7 – 59	69 / FF	3 – 60	80 / FF	+ 16	2
25	9 – 58	88,110	5 – 60	90,000	+ 02	1

1. LAND ONLY.
2. PORTION OF REMAINDER, ONLY.
3. ENTIRE REMAINDER, LAND & IMPROVEMENTS.
4. VALUE ESTABLISHED BY OWNER'S APPRAISER IN COURT ACTION.
5. VALUE PER PLOT, 42 FEET BY 130 FEET.

ELEMENTS AFFECTING
RESIDUAL TRACTS

EXHIBIT V

SAMPLE NUMBER	IDENTIFICATION			REMAINDER			REDUCTION		SHAPE	PROXIMITY	JUGHANDLE OR TURNAROUND	HWY. ACCESS REPLACED		HIGHER AND BETTER USE	PROXIMITY TO INTERCHANGE
	ROUTE	SECTION	PARCEL	DIVIDED	ISOLATED	LAND LOCKED	IN SIZE	IN FRONTAGE				BY FRONTAGE ROAD	BY ACCESS ROAD		
1	2[illegible]	12	R 35												
2	102	2 (15)	43												
3	102	2 (4)	5												
4	44 FWY	11 & 14	[illegible]												
5	44 FWY	11 & 14	59												
6	[illegible]	11 & 14	[illegible]												
7	[illegible]	11 & 14	95												
8	[illegible]	11 & 14	[illegible]												
9	[illegible]	11 & 14	82 B												
10	44 FWY	11 & 14	84												
11	44 FWY	11 & 14	88												
12	44 FWY	11 & 14	89												
13	44 FWY	15	1												
14	44 FWY	15	3												
15	44 FWY	15	4												
16	44 FWY	11	1												
17	44 FWY	11	8												
18	44 FWY	11	R 18												
19	26	4	11												
20	26	5	81												
21	26	1	50												
22	26	1	61												
23	26	1	71												
24	26	1	R 10												
25	[illegible]	[illegible]	[illegible]												

DOT ——

ADMIN.

MANUAL OF PROCEDURE

FOR

RIGHT-OF-WAY RESEARCH TO PROVIDE

A MORE RELIABLE BASIS FOR ESTIMATING

SEVERANCE & CONSEQUENTIAL

DAMAGES & BENEFITS

STATE OF NEW JERSEY

HIGHWAY DEPARTMENT

DIVISION OF

RIGHT OF WAY ACQUISITION & TITLES

AND BUREAU OF

PLANNING & TRAFFIC

IN COOPERATION WITH

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

I N D E X

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INTRODUCTION

There is a dearth of information concerning the valuation of real property remaining in an owner's possession after partial acquisition by a condemning authority. Consequently appraisers in general have had to rely upon their own experience, tempered with good judgment, in arriving at such valuation. In many cases, damages to remainders have constituted the greater portion of the settlement prices paid to owners. In other cases, damages either have been absent or have been of minor consideration. New Jersey law permits the use of special benefits resulting from highway construction to offset damages resulting therefrom. This procedure has seldom been resorted to because of the difficulty in proving such benefits. Regardless of the presence or absence of damage or benefit payments, their justification has not been based on any sound principle, but on the considered opinions of the appraisers.

The various States are now engaged in mass acquisition of Rights-of-Way for the Federal Interstate Highway System. Payments for damages will account for a large portion of the federal appropriation. It is consequently fitting that the State of New Jersey in cooperation with the United States Department of Commerce, Bureau of Public Roads, has undertaken "Right-of-Way Research to Develop Data to Provide a More Reliable Basis for Estimating Severance and Consequential Damages."

REASONS FOR THE STUDY

AND ITS OBJECTIVE

Our assignment is to determine, by thorough investigation and analysis, the effect of partial acquisitions on the values of remainders. Remainders that have been sold subsequent to partial acquisitions, and those that have experienced a change in usage, will be given particular attention.

Individual case studies, and a tabulation of the resultant findings, will be made. These will be submitted to the Federal Bureau of Public Roads and distributed to such of the staff of the New Jersey State Highway Department as deemed necessary, to fee appraisers of the Department, and to such public or quasi-public bodies or others as may be determined.

Possession of the reports by the State's staff and fee appraisers will be most valuable, as it will permit them to base their findings as to damages to remainders on supportable data. Possession of the data by the State's negotiators will expedite settlements, as they will have facts to present to property owners in support of the findings reported by the appraisers.

It is not unusual for appraisers engaged by property owners to present fantastic testimony as to the damages to residuals left in the ownership of their employers. The case studies will be available for presentation before condemnation commissioners, or before juries on appeal, to offset such testimony and to support the testimony of the State's appraisers. It is our firm belief that the net result will be a decided reduction in damage awards and payments.

To restate our objective, we wish to find out what has happened to remainders after partial acquisitions for freeway purposes. Did usage change to a higher or lower plane? Did the residual land remain in the same ownership? If the settlement made by the State for the part taken included a payment for damage to the remainder, did subsequent events indicate the payment was justified or was not justified. Was the damage partially or entirely balanced by special benefits? The accumulation of a sufficient number of individual case studies will arm us with such information on which in the future we can found a practical and provable evaluation of damages.

SPECIAL BENEFITS

New Jersey is one of a number of States that permit the offsetting of damages to a remaining property, caused by a taking for highway purposes, by any special benefits that accrue to that property because of the influences of said highway. There is no legislation on this matter specifically authorizing the State Highway Department to follow this procedure, but there are a number of judicial decisions that recognize and approve of its application. Such special benefits may not be used to cancel out any portion of the value of the land taken, nor may benefits that are enjoyed by all others along a highway be considered.

Property owners are entitled to just compensation for property taken for public purposes. On the other hand, unless special benefits are taken into consideration the rights of the general public are not protected. Thus our studies will serve to provide a sound basis for protecting the interests of the property owner so far as damage measurements are concerned, and the interests of the taxpayers so far as benefit measurements are concerned.

Appraisers must be thoroughly familiar with the types and values of the various damages and the various benefits that affect a remainder property after a partial taking. Specific examples of such damages and benefits must be available in order that proper judgment may be used in determining these influences. It is the purpose of the proposed studies to furnish these examples.

Some of the special benefits that may affect individual properties, and should be considered in appraising and negotiating, follow. We do not pretend that we cover them all. The informed appraiser will discover others.

1. Removal of traffic hazards by creation of a frontage road.

2. Introduction of an on or off ramp in close proximity to a property.

3. Improvement of ingress and egress.

4. Formation of a corner property where none previously existed.

5. Increasing of transportation facilities.

6. Draining or filling in low land.

7. Creation or enhancement of advertising value by increasing visibility.

8. Increasing the street or highway frontage of the remainder.

SELECTION OF STUDY AREAS

Selection of properties to be studied may be variously made. It may be desirable to select an extensive area of a completed freeway. A listing shall be made of those properties in the area from which there have been partial takings for freeway purposes, and case studies completed of those that disclose definite freeway influence. In this type of study various and different sorts of freeway influences will be encountered.

Or it may be desirable at times to study only those properties that sustain a particular type of the various influences, such as that of an adjacent interchange, the replacement of direct highway access by introduction of a frontage road or other new means of access, the elimination of direct highway access when other access exists, severance of frontage property for "jug-handles", or others. Properties so influenced require special and individual selection.

Special information concerning existence of resales of remaining properties may be obtained from various sources, as may be changes in land usage. Right-of-Way and Engineering employees of the State Highway Department are generally aware of changes that have taken place in the areas they cover. It is recommended that they be canvassed for such information, and that they be on watch for future changes in ownership as well as other developments. Members of the New Jersey State Chapter of the American Right-of-Way Association will be requested to furnish similar information, as will local real estate boards and their membership. Fee appraisers employed by the State will be approached in a like manner. Local tax records of property transfers, and recorded deeds and leases in

offices of County Registers of Deeds, will furnish more information. In farming areas it will be our practice to consult with the County Agricultural Agent, who generally is aware of sales of farms in his district, as well as the circumstances surrounding same.

For future studies another approach is available. When an acquisition project is underway all residual properties (those from which partial takings have been made) shall be listed. All data pertaining to their acquisition, applicable to study purposes, will be tabulated on the regular study forms, maps will be prepared and photographs obtained. These are to be kept in available files until sufficient time has elapsed to permit an accurate determination of highway influence. At that time all of the "Before Taking" data will be at hand. The length of time involved in preparing the ultimate impact study will thus be greatly reduced. Such preliminary information is much more readily obtained when a project is fresh and the records immediately at hand than it would be several years later when the various components of the required preliminary information would probably be distributed in different places.

After the various properties have been selected for case studies, it will be found that there are different phases of the investigation that can be carried on simultaneously. They are (1) assembling preliminary data immediately available in the office files pertaining to the partial acquisitions made by the State; (2) assembling neighborhood data; (3) obtaining sales data and transcribing deeds; (4) preparing maps.

Here it may be well to set forth the periods of time to be covered by a study. They are "before" period, or a period of time before highway construction approximately equal to the "after" period, or the period of time between completion of the highway and the date of the study. Also included may be the period "during" highway activities.

SELECTION OF CONTROL AREAS

There is one basic procedure to be followed in any study of the economic effects of freeway construction on abutting or residual properties. This is to compare the economic trends of the properties in the study or affected area with the economic trends of properties of a comparable nature. Great care is to be taken to select such comparable or control areas or properties as are not appreciably influenced or affected by freeway construction.

In the contemplated studies this principle shall be observed. Histories of both the study and the control areas shall be similar, except that the first area should be, and the second should not be, influenced in its history by freeway construction. We know of no other way in which to prove the extent of the economic influence of a freeway on adjacent lands.

Thus there are two comparisons to be made. First, the values of the remainders as determined in the States appraisals are to be compared with the prices at which these remainders are subsequently sold. Secondly, these subsequent sales prices are to be compared with sales prices of control properties lacking freeway influence. Analysis of the results will indicate the extent of freeway influence on such remainders.

ASSEMBLING PRELIMINARY DATA

Much of the information required for these case studies will be available in the files of the Highway Department. Its extent will naturally depend upon the completeness of the files.

Reference is here made to the forms reproduced on pages 16 to 22, entitled "Case Study of Severance Damage." This form was prepared by the U.S. Department of Commerce, Bureau of Public Roads, and will be used by this State in preparing its reports. The various items of information required are plainly indicated.

Items that can be immediately listed include the location of the property, nearest urban place, dates of highway completion and of the study, identification of the highway, type of highway system, type of facility, date of acquisition of parcel by the State, size parcels, zoning, land use, access of property to highways or streets, elevation of remainder at highway, visibility, description of remainder, compensation, payments and the appraised values of the property. Sketches of the property on a before and after basis can also be prepared without delay. When available, a photograph of the property before the taking by the State shall be included.

FIELD INVESTIGATION

Information shall be collected in the field as to the social and economic changes both in the study and control areas. Particularly significant will be the demand for property caused by introduction of new industries or assemblage of land for other purposes, such as railroads assembling lands in areas that have a potential future industrial usage. The construction of a turnpike or parkway may also cause changes in the study or the control area which must be considered in analyzing influences.

Discussions may be conducted freely with property owners, local officials, banks, business organizations, or others, as to the effects of freeway construction they have themselves observed. While this procedure may not produce exact information, it should at least furnish an indication of general trends in the area.

Wherever possible, photographs shall be taken of properties prior to highway construction. They are at times available in completed cases in the files of the Right-of-Way Division, especially recent files covering Federal participation projects.

Additional photographs shall be taken at the time the economic study is underway, to show the condition of the various properties at that time. Comparison of the photographs should indicate visually any physical changes that have taken place.

When a remainder is under study because of a change to higher and better use, or its use has deteriorated, no subsequent sale may have materialized. Such a case shall be studied and reported upon and with the estimated value of the remainder as determined by such use set forth, together with suitable comments as to the change in use.

REMAINDER DATA

Information concerning the status of the part remaining in owner's possession subsequent to partial acquisition by the State will also be obtained by investigation in the field. Items included in this category are Zoning Status (after taking); Land Use Status (after taking); Access Consideration (after taking); and Values of subsequent remainder sales.

SALES DATA

It is obvious that information as to the values at the time of the purchase by the State will be found in the acquisition files. Information as to the sale of all or part of the remainder of an owner's property subsequent to highway acquisition may be gathered from various sources. In farming areas the County Farm Agent usually is aware of recent sales and values. Real Estate Brokers in the area under study should be canvassed. Tax Assessors or Collectors can be interviewed. When an assignment requires that case studies cover an extended area of a particular highway, it will be necessary to search titles of properties involved for the period between the date of acquisition by the State and the date of the study.

Copies of all deeds connected with the various transactions shall be secured. This will assist in determining the areas of remainders that are involved in the resales. Wherever possible, sales prices are to be confirmed and discussions are to be held with principals involved concerning the circumstances surrounding the various transactions.

OFFICE PROCEDURE

MAPS

A map, or plot plan, of each property studied shall be prepared. This map will show the property prior to acquisition by the State; the portion acquired by the State; all roadways involved; "no access" lines; areas sold to others subsequent to the State's taking; nearest town in each direction along the freeway; north point; any other feature that will assist in determining impact of the freeway on remaining property.

PROCESSING DATA

All information obtained in the field and in the office shall be assembled, and the accumulated data tabulated on the forms provided for that purpose.

By comparison of the "Before Taking" data with data subsequent to the taking, analysis is to be made between the damages paid and the actual change in the value of the remainder as determined by its sales price. This may represent an increase or a decrease in the estimated impact influence. If determinable, the reason for such difference shall be commented upon.

All accumulated data, whether reported in the forms for partial acquisition data or not, shall be retained. Each case reported upon shall have its own file containing this data.

Where a sale of a remaining parcel has taken place within a short space of time after acquisition by the State, it will not be necessary to make comparison with property in a control area. In such a case there should be little difference in the degree of change in the study and in the Control area.

REPORTS

A report shall be prepared for each individual case study. The report shall follow the outline adopted by the Federal Bureau of Public Roads entitled "Case Study of Partial Taking." A copy of this form, with appended instructions for its use, is presented on the pages immediately following. To further develop its use, actual case studies are also included.

A summary shall also be prepared that will contain a resume of the findings in the various case studies. The cases will appear first in their regular numerical order. They will then be grouped under different headings, depending upon the particular type of freeway influence prevailing in each case. This will permit a ready selection of case studies of different types, and obviate the necessity of reviewing all the reports to determine which represent the type of influence a property currently under acquisition will experience. Some of these influences are enumerated in the following paragraph.

Construction of an interchange will generally result in an immediate demand for adjacent or nearby property for commercial ventures. Lessening distance and time consumed to reach available markets will influence property values. Construction of frontage or access roads should also have a definite influence on value. Among other influences are nearness of construction to existing buildings, acquisition of right of access, heavy embankments or cuts, "jug-handle" construction, severance, landlocking, separation of remaining property into two or more non-contiguous parcels.

In addition to the above report and tabulation, which are technical in character, it is considered necessary to prepare descriptive reports that will contain the salient features of the case studies in such form as to be readily understood by the general public. These supplemental reports will be of greater assistance in presenting the State's views to property owners than will the technical reports above described.

Each supplemental report will include a map, photographs, short description of the original holdings, part taken and remainder. Valuations of the whole, the taking and the remainder will be shown as of the date of acquisition by the State. Subsequent sale or sales will be noted, and the sales price compared with the valuation of the remainder as set forth by the State's appraisers. Influences causing variations in values will be given. Comparable sales will be presented covering properties not undergoing highway influences.

UTILIZATION OF THE STUDIES

As soon as enough studies are completed to definitely establish the actual effect of partial takings on remainders, steps will be taken to transmit the information obtained to the employees of the Division of Right of Way who will be instructed to utilize such information in preparing their appraisals and in their negotiations. It will also be presented to the fee appraisers employed by the Division, who will be directed to use the results of the studies in establishing such damages or benefits as may accrue to remainders after partial takings.

It will then be one of the duties of the District Supervisors and of the appraisals reviewers to see that appraisals thereafter received contain proper evaluations of damages and benefits, when they are present, based on the results of the studies.

Employees engaged in negotiations will be required to familiarize themselves with the studies so that they may properly discuss damages and benefits with property owners and their representatives. With a better knowledge of their extent, and specific examples to use in refutation of owners' usually exaggerated claims, there should be a reduction in the number of condemnation cases generated by a misunderstanding of the effects of partial takings.

Condemnation coordinators will be similarly indoctrinated so that the results of the studies may be properly presented in courts to refute the usually exaggerated testimony of owners' witnesses concerning the extent of damages. It is expected that there will be a resultant reduction in unwarranted awards for damages.

STANDARD FORMS

SAMPLE NO. _____

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A–1 LOCATION OF PARCEL REAL PROPERTY

a. State _____ c. City _____
b. County _____ d. Street _____
e. Route _____ Section _____ Parcel _____

ITEM A–2 NEAREST URBAN PLACE

a. Name _____
b. Population _____ as of: c. ☐ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B–1 HIGHWAY DATES

a. Date completed _____ (MONTH) _____ (YEAR)
b. Date of investigation _____ (MONTH) _____ (YEAR)

ITEM B–2 IDENTIFICATION

a. U.S. Route No. _____ c. Interstate Route No. _____
b. State Route No. _____ d. Other (Specify type) _____
e. Highway name, if any _____

ITEM B–3 TYPE OF HIGHWAY SYSTEM

a. ☐ Interstate rural
b. ☐ Interstate urban
c. ☐ Other FAP rural
d. ☐ Other FAP urban
e. ☐ FAS rural
f. ☐ FAS urban
g. ☐ Other State
h. ☐ Local rural
i. ☐ Local urban
j. ☐ Nonclassified
k. ☐ Toll Facility

ITEM B–4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road: One-Way	Frontage Road: Two-Way
Arterial Highway	a. ☐	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☐	f. ☐	j. ☐
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
ATE STATE ACQUIRED PROPERTY

a. _____ MONTH b. _____ DAY c. _____ YEAR

ITEM C-2
ZE OF PARCELS

Parcel Identity	Frontage (in feet)	AREA No.	AREA check one acres	AREA check one sq. ft.	Area as percentage of former tract
Entire tract	a. _____	e. _____			i. _____ (Item f ÷ e)
Parcel Taken	b. _____	f. _____			
Remaining tract	c. _____	g. _____			j. _____ (g ÷ e)
Subsequent sale of remaining tract	d. _____	h. _____			k. _____ (h ÷ g)
Number of sales of entire remaining parcel					l. _____
Number of sales of portions of remaining parcel					m. _____

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☐	u. ☐
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☐	w. ☐
Vacant	d. ☐	k. ☐	Commercial	r. ☐	x. ☐
Industrial			Industrial	s. ☐	y. ☐
Light	e. ☐	l. ☐	Vacant	t. ☐	z. ☐
Heavy	f. ☐	m. ☐	Other (explain)	aa: ____	ab. ____
Vacant	g. ☐	n. ☐		____	____

E. LAND USE STATUS

ITEM E

ND USE STATUS

Use up to the time of taking

Vacant	a.	☐
Agriculture, forestry, fishing	b.	☐
Manufacturing, construction, mining	c.	☐
Transportation, communication, electric, etc.	d.	☐
Wholesale and retail trade	e.	☐
Services, (service stations, motels, etc.)	f.	☐
Government	g.	☐
Residential	h.	☐

Use of remainder up to time of study.

Vacant	i.	☐
Agriculture, forestry, fishing	j.	☐
Manufacturing, construction, mining	k.	☐
Transportation, communication, electric etc.	l.	☐
Wholesale and retail trade	m.	☐
Services, (service stations, motels, etc.)	n.	☐
Government	o.	☐
Residential	p.	☐

Describe land use status briefly.

q. _____ r. _____

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

CCESS BEFORE KING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☐	j. ☐

Travel distance to nearest town or trading center in each direction to nearest half mile k. _____ l. _____

ITEM F-2

CCESS AFTER KING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access restricted to frontage road	f. ☐	j. ☐

Travel distance to main highway entrance k. ☐ on ramp, l. ☐ off m. ☐ interchange to the nearest tenth of a mile n. _____

Travel distance to nearest town or trading center in one direction to nearest half mile. o. _____

ITEM F – 3 : Direct access to road other than principal highway a. _____
IER ACCESS : Intersecting new highway b. ☐
: Not intersecting new highway c. ☐
: Travel distance to nearest town or trading center to nearest half mile in one direction d. _____

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 : Before After
EVATION OF : a. ☐ At grade level d. ☐
AINDER AT : b. ☐ Feet above grade e. ☐
HWAY : c. ☐ Feet below grade f. ☐

ITEM G – 2 : Before After
BILITY OF : a. ☐ Fully d. ☐
HWAY FROM : b. ☐ Partially e. ☐
AINDER : c. ☐ Not visible f. ☐

ITEM G – 3 : Separated a. ☐ Isolated b. ☐ Landlocked c. ☐ On dead end d. ☐
SCRIPTION :

ITEM H – 1 :
MPENSATION :

	Amount of award	Month and Year of award
Negotiated settlement	a. _____	e. _____
Administrative or quasi-judicial body	b. _____	f. _____
Trial court	c. _____	g. _____
Appellate court	d. _____	h. _____

ITEM H – 2 : Total payment for land and improvements taken a. _____
LLAR PAY – :

	Acres ☐ sq. ft. ☐	Price per unit	Total
NTS FOR : Land Taken *	b. _____	c. _____	d. _____
KING RIGHT : Improvement *			e. _____
WAY : Amount of damages resulting from taking			f. _____

: Elements considered in establishing damages to remainder:

Proximity	g. ☐	Access restricted	j. ☐
Reduction in size	h. ☐	Divided property	k. ☐
Shape	i. ☐	Other (specify) _____	l. ☐

: Estimated benefits resulting from taking m. _____
: General * n. _____
: Special * o. _____
: TOTAL dollar payments for taking right of way p. _____
: (p = a + f – m)
: * If available and appropriate

ITEM H – 3
PPRAISED VALUES AND
AYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a.	b.	c.	d.
Land	e.	f.	g.	h.
Improvements	i.	j.	k.	l.

I. SALE PRICE OF REMAINING PARCELS

ITEM I
ALE PRICE OF
UBSEQUENT
EMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a.						
b.						
c.						

☐ Additional sales listed -- Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly _____

* If available _____

J. SKETCH & PHOTOGRAPH

ITEM J-1
KETCH

ITEM J - 2

BEFORE

ITEM J-2

AFTER

K. ADDITIONAL INFORMATION

ITEM K
DITIONAL
FORMATION

Please indicate in the boxes the item for which information is being supplied.

Reporter's signature and title _____ Date _____

PLEASE READ THESE INSTRUCTIONS BEFORE FILLING OUT THE FORM FOR THE CASE STUDY OF SEVERANCE DAMAGE

Please fill in as many of the spaces as possible by using such notations as "unk" or "NA" when the information requested is not available or when the question is not applicable.

A. GENERAL INFORMATION

ITEM A-1 This entry calls for the specific physical identification of the parcel before the taking. State and county are self-explanatory. On line c enter city or town if available. The street may have a name or possibly a highway number. On line e enter complete identification number, e.g., file number, parcel number, or section number. If no such identification is available, please show metes and bounds or legal description in ITEM K.

ITEM A-2 The nearest urban place will not necessarily be the same as on line c in ITEM A-1. This is the nearest urban place with population over 2,500 as listed in the 1960 or latest available Census of population. Indicate in space c, d, or e whether population is that from the 1960, or some other census or other source.

B. HIGHWAY DESCRIPTION

ITEM B-1

a. Enter the number of the month and the last two numbers of the year (e.g., 1-59) highway facility was opened to traffic.

b. Enter here the month and the last two numbers of the year of this study.

ITEM B-2

a-d. Enter the highway route number as recorded when the highway improvement was made, as well as any later route numbers.

e. Enter here the highway name, if any (e.g., Gulf Freeway).

ITEM B-3

through f. Indicate type of Federal-aid or State highway.

and i. Local roads and streets. This category includes other local rural roads and city streets, local parks, forests, rural county roads and urban places.

j. Nonclassified Federal highways include those in National parks and in some forests.

k. Check if a toll facility is involved even though an item above has also been checked. The terms used here are based on those adopted by the American Association of State Highway Officials.

C. DESCRIPTION OF TRACT, TAKING, AND REMAINING TRACT

ITEM C-1 Date the State acquired the property. Use the number of the month, the day, and the last two numbers of the year, e.g., 4-15-60.

ITEM C-2

a-d. Items a, b, c, and d ask for the number of feet of property abutting the highway in the entire tract, the parcel taken, the remaining tract, and in tract sold subsequently.

e-h. Items e, f, g, and h call for the area of these parcels in acres or square feet.

i-k. Item i is the entry in item f as a percentage of the entry in item e. Item j is item g as a percentage of item e. Item k is the entry in item h as a percentage of the entry in item g.

Item l and m should simply show the number of additional sales of the remaining parcel or portions of the remaining parcel.

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PART I. AFTER TAKING

ITEM D These classifications are generally a matter of record and are self-explanatory. The "before" column refers to a period--usually at least two years--prior to announcement of the highway improvement. The "after" column refers to the date of the study. If a number of zoning changes have occurred between taking and date of study, please explain briefly in items aa and ab.

E. LAND USE STATUS

ITEM E If additional detail is desired in describing land use, you may want to refer to the Standard Industrial Classification system adopted by the U.S. Bureau of the Budget and the classification of land use for Origin and Destination studies used by the U.S. Bureau of Public Roads. These economic activity codes provide more detail than is ordinarily needed for severance damage considerations. The BPR code is available through the Bureau and the SIC through the U.S. Government Printing Office. For purpose of this question, checks in appropriate places and brief description will be sufficient.

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1 This is self-explanatory. "Principal" highway refers to a numbered highway or major street leading to a shopping goods or trading center. The access referred to is that of the parcel before the taking. Designated point refers to access from the same parcel at only one specific point.

ITEM F-2 This reference is the the remaining parcel. Indicate which, e.g., on or off ramp, interchanges, etc., by checking the appropriate item, k, l, or m.

ITEM F-3 Items, a, b, c and d refer to a road other than the highway for which the taking occurred.

G. ELEVATION, VISIBILITY, AND DELINEATION

ITEM G-1 Elevation of the remaining parcel at the highway. Indicate here whether the property improvement (residence or commercial establishment) is at, above, or below the level of the nearest through traffic lane. If there are no improvements, indicate whether the major portion of the parcels frontage is at, above, or below the highway. Both "before" and "after" data are requested to show the change in elevation. If there was no "before" situation--e.g., if there was no highway here previously--enter "NA" in the "before" column. Please use space in item K for additional information which is pertinent, e.g., fills, cuts, etc.

ITEM G-2 Visibility of the highway from the remainder. How much of the highway can be seen? Indicate here the degree of visibility of the highway from the property improvement (residence or commercial establishment). The "before" and "after" information will indicate the change that occurred in the visibility. If no improvements, consider major portion of parcel's frontage.

ITEM G-3 A parcel is SEPARATED when a holding is divided yet free access exists between the remainder parcels. A parcel is ISOLATED when a holding is divided and access between remainder parcels is restricted. (Access may exist through an adjacent public road, drainage structure, cattle pass, etc.) A parcel is LANDLOCKED when no access to the parcel exists by use of public facilities or adjacent land of the same owner. Because of the interest in many States, the SEVERANCE item is also listed.

[illegible]

[illegible] self-explanatory. "Intensity" is [illegible] relative to a comparable or major event labeled in a descriptive [illegible] section. The second indicated is [illegible] the [illegible] the [illegible] the [illegible] the [illegible] [illegible] [illegible]

H. STATE'S ESTIMATED VALUE

ITEM H-1 Check appropriate box or boxes. Specify dates of compensation determination and the total dollar amount of the award. Spaces which are not applicable can be marked "NA".

ITEM H-2

a. In item a, please show the actual payment made as a result of the taking. If separate information is not available for land and improvements, report total only in item a.

f. For item f, please show the amount of damages estimated to result from taking the right-of-way.

g-l. Items g through l should show the elements considered in arriving at a determination of damages, if these items are known.

m-o. Any benefits resulting from the taking should be shown in item m and, if possible, separated by type in items n and o. Basis of benefits e.g. higher use, improved access, etc. may be shown in Item K.

p. In item p, please show the total payment actually made, which will normally be the amount due for land and improvements, plus any payments for damages less any benefits accruing as a result of the taking.

ITEM H-3

a. Enter the State's latest and best estimates of value.

b-d. Item b will normally be the same as item H-2a and item c the same as H-2f minus H-2n. Items b, c, and d will usually add up to to the amount shown in item a. In cases where land and improvements cannot be separated, please indicate this by some such designation as "NA" (not available or not applicable) in blanks a through l.

I. SALE PRICE OF REMAINING PARCELS

Item I Enter available information pertaining to sales of remaining parcels and portions of remaining parcels, as well as the use (at the time of the study) which is being made of those parcels which have been sold. The date of each sale should be indicated, e.g., 8-1-59.

J. SKETCH AND PHOTOGRAPH

ITEM J-1 These should be "before" and "after" sketches or surveyor's plats of the parcel, technically accurate and adequate to cover the parcel and the nearby vicinity.

K. ADDITIONAL INFORMATION

ITEM K List here any additional information and information too detailed to list in space provided above. If the additional information which you are supplying supplements a particular item above, please indicate which item is involved. Also, please include any pertinent background information which may be helpful to others engaged in partial taking studies.

SAMPLE #1
TURN-AROUND
MODIFIED JUG-HANDLE

The following case study pertains to the purchase of frontage from a property on the south side of U.S. 202 about five miles west of Somerville, the County seat of Somerset County. Property was purchased to provide for a "left hand turn-around," permitting west bound traffic to reverse direction by entering a cross over slot in the center island, crossing the east bound traffic lane and entering the outer east bound lane from the right hand side. This is somewhat similar to the "jug-handles" now being constructed on various of our highways.

The property originally had a frontage of 150 feet on Route 202, and a depth varying from 100 to 180 feet. Acquisition by the State left 12 feet direct frontage on Route 202 on the west, and 2 feet on the east. Two openings for driveways have been constructed on the new frontage for access to the remainder.

The settlement in the sum of $7,450 consisted of $750 for land and $6,700 for damages, including $5,200 damages to the then existing lunch room for loss of parking area, and $1,500 damages to the land for loss of direct frontage on Route 202.

There has been no sale of the remainder. The owner, however, had demolished the original lunch room building and has almost completed a new two story and basement building, with an area of 1584 square feet on each floor. The first floor will contain a bridal shop and restaurant. On the second floor are 10 rooms with individual baths, suitable for office or motel use. Owner states his construction cost will be over $30,000.

The investment of over $30,000 in the new improvement indicates that in the mind of the owner there was no damage to the remainder of the land because of the taking by the State.

The Continental Army stands on the threshold of Pennsylvania after a long-
held as the north side of U.S. 202 misses this major area of concentration, the
through many of Lancaster County. Interstate 100 continued to provide for a "full
limit-access," interstate road built specifically to overcome difficulties of metro-
ing a crime wave exist in the eastern suburbs, assuming the only normal traffic
lane and widening the outer most lanes into six-foot road sides. This is
accomplished similar to the "Jug-handle" now being constructed on sections of new
highways.

The interstate originally had a provision of 120 feet on route 202, but a
double carpool lane (HOV) on its 120 feet. Negotiations by the State left 12 feet
distant Pennsylvania on route 202 on its west, and 8 feet on the east. The eleva-
tion for Pennsylvania lanes have considered in the new freeway for mirror of the
mountains.

The realignment in the west of (1^{st}) Pennsylvania at 6113 Par Lane and (6^{th})
the Brandon, Pennsylvania (1^{st}) changes in the plans existing lanes for Lane
of Pennsylvania (6^{th}) and (7^{th}) changes in the plans for lane of Pennsylvania on
Route 202.

There are twenty on mile of the connection. The county, however, had discon-
tinued the original design when building and the closest completed a two lane
street and inadequate building, with an area of 1525 square feet on each floor.
The first floor will maintain a retail sale and restaurant. On the second floor
are 23 rooms with individual baths, multiple for visitors or hotel use. Three
stories for construction have will be over (3^{rd}).

The basement of some (1^{st}) is the new improvement condition that is
the study of the newer plans are in charge to the ownership of the land between
of the radius of the interim.

SAMPLE NO. 1

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 LOCATION OF PARCEL REAL PROPERTY

a. State New Jersey c. City Branchburg Twp.
b. County Somerset d. Street Route 29
e. Route 29 Section 12 Parcel R-35

ITEM A-2 NEAREST URBAN PLACE

a. Name Somerville
b. Population 12,493 as of: c. ☒ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B-1 HIGHWAY DATES

a. Date completed ____ (MONTH) 1959 (YEAR)
b. Date of investigation 6 (MONTH) 1960 (YEAR)

ITEM B-2 IDENTIFICATION

a. U.S. Route No. 202 c. Interstate Route No. ____
b. State Route No. 29 d. Other (Specify type) ____
e. Highway name, if any ____

ITEM B-3 TYPE OF HIGHWAY SYSTEM

a. ☐ Interstate rural
b. ☐ Interstate urban
c. ☒ Other FAP rural
d. ☐ Other FAP urban
e. ☐ FAS rural
f. ☐ FAS urban
g. ☐ Other State
h. ☐ Local rural
i. ☐ Local urban
j. ☐ Nonclassified
k. ☐ Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road One-Way	Frontage Road Two-Way
Arterial Highway	a. ☒	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☐	f. ☐	j. ☐
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1 DATE STATE ACQUIRED PROPERTY

a. May (MONTH) b. 6 (DAY) c. 1959 (YEAR)

ITEM C-2 SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	AREA No.	AREA check one acres	AREA check one sq. ft.	Area as percentage of former tract
Entire tract	a. 150	e. 17974		X	i. 14 (Item f ÷ e)
Parcel Taken	b. NA	f. 2541		X	
Remaining tract	c. NA	g. 15433		X	j. 86 (g ÷ e)
Subsequent sale of remaining tract	d. NA	h. NA		NA	k. NA (h ÷ g)
Number of sales of entire remaining parcel					l. NA
Number of sales of portions of remaining parcel					m. NA

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☐	u. ☐
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☐	w. ☐
Vacant	d. ☐	k. ☐	Commercial	r. ☒	x. ☒
Industrial			Industrial	s. ☐	y. ☐
Light	e. ☐	l. ☐	Vacant	t. ☐	z. ☐
Heavy	f. ☐	m. ☐	Other (explain)	aa: ____	ab. ____
Vacant	g. ☐	n. ☐			

E. LAND USE STATUS

ITEM E

ND USE STATUS

Use up to the time of taking		Use of remainder up to time of study.	
Vacant	a. ☐	Vacant	i. ☐
Agriculture, forestry, fishing	b. ☐	Agriculture, forestry, fishing	j. ☐
Manufacturing, construction, mining	c. ☐	Manufacturing, construction, mining	k. ☐
Transportation, communication, electric, etc.	d. ☐	Transportation, communication, electric etc.	l. ☐
Wholesale and retail trade	e. ☒	Wholesale and retail trade	m. ☒
Services, (service stations, motels, etc.)	f. ☐	Services, (service stations, motels, etc.)	n. ☒
Government	g. ☐	Government	o. ☐
Residential	h. ☐	Residential	p. ☐

Describe land use status briefly.

q. Lunch room

r. Restaurant, bridal shop & motel.

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

CCESS BEFORE AKING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☒	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☐	j. ☐

Travel distance to nearest town or trading center in each direction to nearest half mile: k. 5 East l. 9 West

ITEM F-2

CCESS AFTER AKING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☒
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access restricted to frontage road	f. ☐	j. ☐

Travel distance to main highway entrance k. ☐ on ramp, l. ☐ off m. ☐ interchange to the nearest tenth of a mile n. NA

Travel distance to nearest town or trading center in one direction to nearest half mile. o. NA

ITEM F – 3 HER ACCESS

Direct access to road other than principal highway a. NA
Intersecting new highway b. ☐
Not intersecting new highway c. ☐
Travel distance to nearest town or trading center to nearest half mile in one direction d. NA

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 EVATION OF MAINDER AT GHWAY

Before		After
a. ☒	At grade level	d. ☒
b. ☐	Feet above grade	e. ☐
c. ☐	Feet below grade	f. ☐

ITEM G – 2 IBILITY OF GHWAY FROM MAINDER

Before		After
a. ☒	Fully	d. ☒
b. ☐	Partially	e. ☐
c. ☐	Not visible	f. ☐

ITEM G – 3 SCRIPTION

NA
Separated a. ☐ Isolated b. ☐ Landlocked c. ☐ On dead end d. ☐

ITEM H – 1 MPENSATION

	Amount of award	Month and Year of award
Negotiated settlement	a. 7,450	e. May 1959
Administrative or quasi-judicial body	b.	f.
Trial court	c.	g.
Appellate court	d.	h.

ITEM H – 2 OLLAR PAY – ENTS FOR AKING RIGHT F WAY

Total payment for land and improvements taken a. 750

	Acres ☐ sq. ft. ☒	Price per unit	Total
Land Taken *	b. 2,541	c. 0.30	d. 750
Improvement *			e. 0
Amount of damages resulting from taking			f. 6,700

Elements considered in establishing damages to remainder:

Proximity	g. ☐	Access restricted	j. ☐
Reduction in size	h. ☐	Divided property	k. ☐
Shape	i. ☐	Other (specify) See Item K	l. ☒

Estimated benefits resulting from taking m. 0
General * n.
Special * o.
TOTAL dollar payments for taking right of way p. 7,450 (p = a + f – m)

* If available and appropriate

ITEM H – 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 14,000	b. 750	c. 6,700	d. 6,550
Land	e. 3,750	f. 750	g. 1,500	h. 1,500
Improvements	i. 10,250	j. 0	k. 5,200	l. 5,050

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. None		See Item K				4 & 5
b.						
c.						

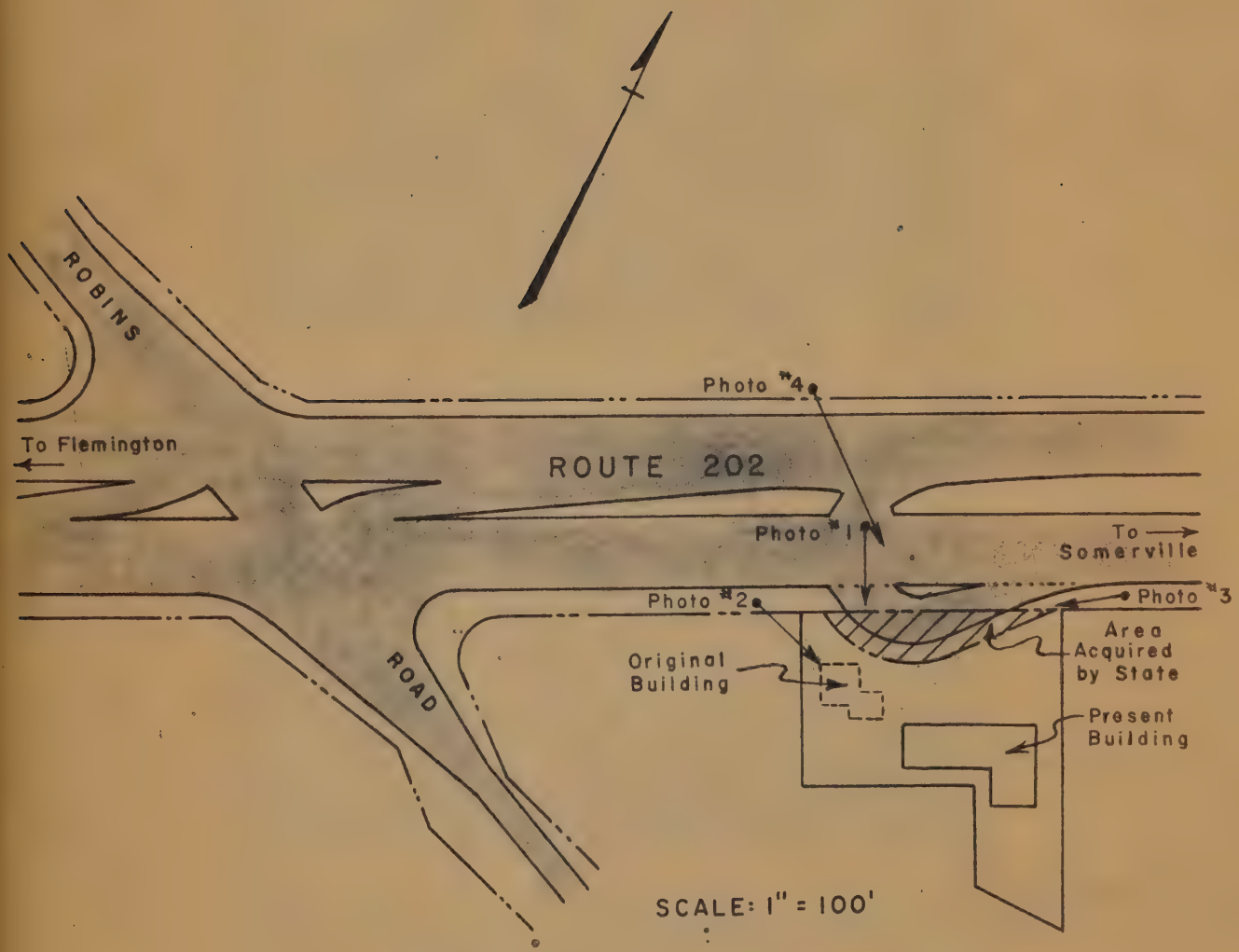
☐ Additional sales listed -- Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly _____

* If available _____

ITEM J-1

ROUTE U.S. 202, N.J. 29
SECTION 12
PARCEL R35



ITEM J – 2

BEFORE

1

2

3

ITEM J-2
AFTER

4

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

H-2 Improvements damaged $5,200 for loss of parking Area. Land damaged $1,500 for loss of direct frontage.

I Property originally occupied by a lunch room. Inadequate parking area after taking induced owner to demolish original building. Construction of a new modern building, much larger in size, to be utilized as a restaurant, a bridal shop and a motel indicates that, in the mind of the owner, there was no damage to the remaining land because of the taking.

Reporter's signature and title Adrian C. Lincoln Date 8-12-60
DISTRICT ENGINEER, ROW

SAMPLE 2
FRONTAGE ROAD

The property described in the following case study was vacant land with 300 feet of frontage on former State Highway Route 22 and a depth varying from 300 to 370 feet. Its area was 2.80 acres. Route 22 was a land service highway. Frontage in the vicinity was utilized for scattered commercial enterprises primarily catering to the traveling public. Nearest shopping center is Clinton, 2.5 miles distant.

On October 14, 1958, the State of New Jersey acquired 1.62 acres from the front of this property, for construction of F.A.I. Route 102, now Interstate Route 78. The remainder of 1.18 acres has a frontage of about 380 feet on a frontage road. Access to the Interstate Route is denied. Nearest access thereto is 2.2 miles easterly at the westerly limits of Clinton.

On October 16, 1958, two days subsequent to the State acquisition, the remainderment was sold to the adjoining owner on the west for $1500.00 as an addition to his residential plot.

State appraisers valued the entire plot at $7500.00, the value of the land taken at $1500.00, and damage to the remainder at $4900.00, or about 58%. The remainder value was thus estimated at $1100.00. Its sale at $1500.00 two days after the State's acquisition indicates purchaser's opinion the damage did not exceed 42%.

SAMPLE NO. 2

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 LOCATION OF PARCEL REAL PROPERTY

a. State New Jersey
b. County Hunterdon
c. City Township of Union
d. Street Route 102
e. Route 102
Section 2-(15) Parcel 43A & 43B

ITEM A-2 NEAREST URBAN PLACE

a. Name Phillipsburg
b. Population 18,509
as of: c. ☒ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B-1 HIGHWAY DATES

a. Date completed Not Completed (MONTH / YEAR)
b. Date of investigation 5 (MONTH) 60 (YEAR)

ITEM B-2 IDENTIFICATION

a. U.S. Route No. ~~FAI 102~~ 22
b. State Route No. ~~102~~
c. Interstate Route No. 78
d. Other (Specify type)
e. Highway name, if any /

ITEM B-3 TYPE OF HIGHWAY SYSTEM

a. ☒ Interstate rural
b. ☐ Interstate urban
c. ☐ Other FAP rural
d. ☐ Other FAP urban
e. ☐ FAS rural
f. ☐ FAS urban
g. ☐ Other State
h. ☐ Local rural
i. ☐ Local urban
j. ☐ Nonclassified
k. ☐ Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road One-Way	Frontage Road Two-Way
Arterial Highway	a. ☐	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☒	f. ☐	j. ☒
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE ACQUIRED PROPERTY

a. 10 (MONTH) b. 14 (DAY) c. 58 (YEAR)

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA check one: acres	AREA check one: sq. ft.	Area as percentage of former tract
Entire tract	a. 300	e. 2.80	X		i. 58 (Item f ÷ e)
Parcel Taken	b. 300	f. 1.62	X		
Remaining tract	c. 380	g. 1.18	X		j. 42 (g ÷ e)
Subsequent sale of remaining tract	d. 380	h. 1.18	X		k. 100 (h ÷ g)
Number of sales of entire remaining parcel					l. 1
Number of sales of portions of remaining parcel					m.

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☐	u. ☐
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☐	w. ☒
Vacant	d. ☐	k. ☐	Commercial	r. ☐	x. ☐
Industrial			Industrial	s. ☐	y. ☐
Light	e. ☐	l. ☐	Vacant	t. ☒	z. ☐
Heavy	f. ☐	m. ☐	Other (explain)	aa:	ab.
Vacant	g. ☐	n. ☐			

E. LAND USE STATUS

ITEM E

ND USE STATUS

Use up to the time of taking		Use of remainder up to time of study.	
Vacant	a. ☒	Vacant	i. ☐
Agriculture, forestry, fishing	b. ☐	Agriculture, forestry, fishing	j. ☐
Manufacturing, construction, mining	c. ☐	Manufacturing, construction, mining	k. ☐
Transportation, communication, electric, etc.	d. ☐	Transportation, communication, electric etc.	l. ☐
Wholesale and retail trade	e. ☐	Wholesale and retail trade	m. ☐
Services, (service stations, motels, etc.)	f. ☐	Services, (service stations, motels, etc.)	n. ☐
Government	g. ☐	Government	o. ☐
Residential	h. ☐	Residential	p. ☒

Describe land use status briefly.

q. Plot was unimproved

r. Remainder purchased as addition to residential plot on the west.

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

CCESS BEFORE AKING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☒	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☐	j. ☐
Travel distance to nearest town or trading center in each direction to nearest half mile	k. 7.0 East.	l. 2.5 West

ITEM F-2

CCESS AFTER AKING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access restricted to frontage road	f. ☒	j. ☐

Travel distance to main highway entrance k. ☐ on ramp, l. ☐ off
m. ☒ interchange to the nearest tenth of a mile n. 2.2

Travel distance to nearest town or trading center in one direction to nearest half mile. o. 2.5

ITEM F – 3 OTHER ACCESS

Direct access to road other than principal highway — a. Frontage road
Intersecting new highway — b. ☐
Not intersecting new highway — c. ☒
Travel distance to nearest town or trading center to nearest half mile in one direction — d. 2.5

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 ELEVATION OF REMAINDER AT HIGHWAY

Before		After
a. ☒	At grade level	d. ☒
b. ☐	Feet above grade	e. ☐
c. ☐	Feet below grade	f. ☐

ITEM G – 2 VISIBILITY OF HIGHWAY FROM REMAINDER

Before		After
a. ☒	Fully	d. ☒
b. ☐	Partially	e. ☐
c. ☐	Not visible	f. ☐

ITEM G – 3 DESCRIPTION

NA
Separated a. ☐ Isolated b. ☐ Landlocked c. ☐ On dead end d. ☐

ITEM H – 1 COMPENSATION

	Amount of award	Month and Year of award
Negotiated settlement	a. 6,400	e. Oct. 1958
Administrative or quasi-judicial body	b.	f.
Trial court	c.	g.
Appellate court	d.	h.

ITEM H – 2 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY

Total payment for land and improvements taken — a. $6,400

	Acres ☐ lin – sq. ft. ☒	Price per unit	Total
Land Taken *	b. 300 Feet front	c. 16.33	d. 4,900
Improvement *			e. 0
Amount of damages resulting from taking			f. 1,500

Elements considered in establishing damages to remainder:

Proximity	g. ☐	Access restricted	j. ☐
Reduction in size	h. ☒	Divided property	k. ☐
Shape	i. ☐	Other (specify)	l. ☐

Estimated benefits resulting from taking — m. 0
General * — n. NA
Special * — o. NA
TOTAL dollar payments for taking right of way — p. 6,400 (p = a + f - m)

* If available and appropriate

ITEM H – 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 7,500	b. 4,900	c. 1,500	d. 1,100
Land	e. 7,500	f. 4,900	g. 1,500	h. 1,100
Improvements	i. 0	j. 0	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a.	10-58	1500	0	1500	1.18A		7-Item K
b.							
c.							

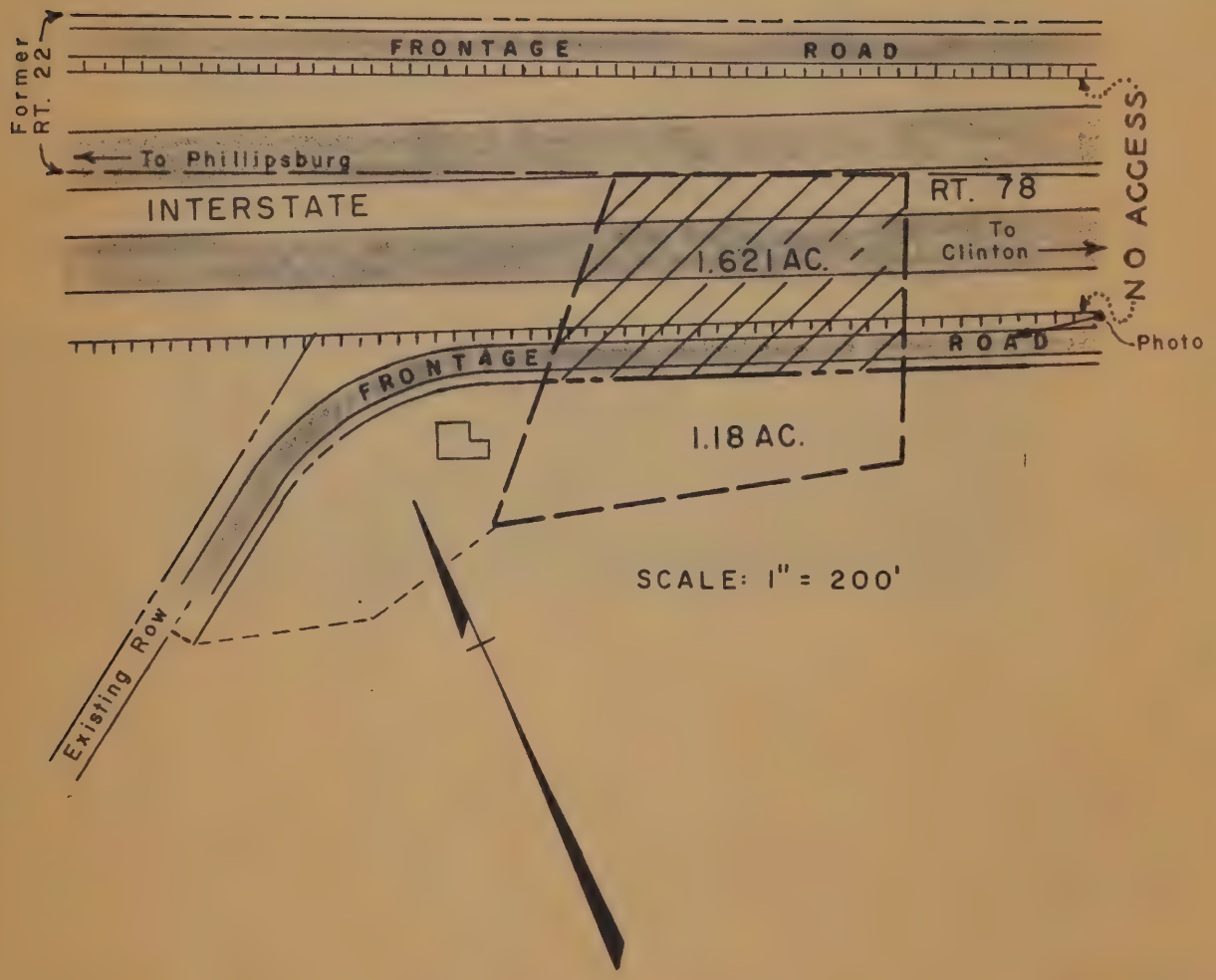
☐ Additional sales listed -- Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly Added to adjoining plot

* If available _____

ITEM J-1

ROUTE FAI 102-2-(15)
INTERSTATE 78
PARCEL 43A & B.



ITEM J - 2

AFTER

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

[I] Purchaser added the remainder property to his residential plot, adjoining on thewest.

[ ]

[ ]

[ ]

[ ]

[ ]

Reporter's signature and title Adriana C. Fenster Date 8-1-60
District Engineer, R.O.W.

SAMPLE 3
HIGHER AND BETTER USE

Case Study 3 covers the taking on August 22, 1957 of 9.91 acres of land from a 100.75 acre farm primarily devoted to sheep raising. This farm is in Hunterdon County on the westerly outskirts of Clinton. Within the taking were part of the grazing area and the brook that was the principal watering area for the stock. Severance of the brook from the farm destroyed its economic use for sheep raising. In addition to $4,965 paid for land and improvements, the sum of $7,035 was included in the settlement price of $12,000 for damages caused primarily by proximity of the new Right of Way line to the dwelling and for loss of access to the brook.

On March 7, 1959, 8.25 acres of the remaining land were sold to a motel corporation for the sum of $13,920. This tract is marked "A" on the map in the following analysis and is still vacant. On the same day tract "B", containing 10.99 acres and adjoining tract "A" on the south, was sold to the principal owners of the motel site for the sum of $5,000. There are two new dwellings on the latter tract, valued in the $25,000 to $35,000 range.

The results are analyzed as follows, valuing the property remaining in the original ownership at the same basic rates as used by the State's appraisers for the value of the remainder land and improvements.

Remainder:

Land: 71.60 acres@ $340.	$24,344
Improvements	20,015
Value of premises in original ownership	44,359
Sale of Parcel "A"	13,920
Sale of Parcel "B"	5,000
TOTAL	$63,279
Value of remainder as computed at time of purchase by the State	50,900
Enchancement in value	12,379

Dear Sirs: I have the honour to inform you that I have received
[illegible] from a [illegible] desiring to close [illegible]. The
[illegible] is therefore [illegible] of [illegible]. Pursu-
[illegible] the [illegible] and the [illegible] and [illegible] the
[illegible] and [illegible] the [illegible] and [illegible] the
[illegible] and [illegible] the [illegible] and [illegible] the
[illegible] and [illegible]

Within less than 2 years after payment to the owner of $12,000.00, including damages of $7,035.00, there was an apparent enhancement in the value of the remainder amounting to over $12,000. This enhancement is readily traced to change in usage influenced by location of the freeway interchange, which is immediately at hand.

SAMPLE NO. 3

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 LOCATION OF PARCEL REAL PROPERTY

a. State New Jersey
b. County Hunterdon
c. City Township of Franklin
d. Street Pittstown Road
e. Route FAI 102 Section 2-(4) Parcel 5

ITEM A-2 NEAREST URBAN PLACE

a. Name Flemington
b. Population 3,230 as of: c. ☒ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B-1 HIGHWAY DATES

a. Date completed 9 (MONTH) 1958 (YEAR)
b. Date of investigation 6 (MONTH) 1960 (YEAR)

ITEM B-2 IDENTIFICATION

a. U.S. Route No. FAI 102
b. State Route No. 22
c. Interstate Route No. 78
d. Other (Specify type)
e. Highway name, if any

ITEM B-3 TYPE OF HIGHWAY SYSTEM

a.	☒ Interstate rural	e.	☐ FAS rural	i.	☐ Local urban
b.	☐ Interstate urban	f.	☐ FAS urban	j.	☐ Nonclassified
c.	☐ Other FAP rural	g.	☐ Other State		
d	☐ Other FAP urban	h.	☐ Local rural	k.	☐ Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road One-Way	Frontage Road Two-Way
Arterial Highway	a. ☐	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☒	f. ☐	j. ☒
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE ACQUIRED PROPERTY

a. 8 (MONTH) b. 22 (DAY) c. 57 (YEAR)

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	AREA No.	AREA check one: acres	AREA check one: sq. ft.	Area as percentage of former tract
Entire tract	a. 2400	e. 100.75	X		i. 10 (Item f ÷ e)
Parcel Taken	b. 265	f. 9.91	X		
Remaining tract	c. 2135	g. 90.84	X		j. 90 8 (g ÷ e)
Subsequent sale of remaining tract	1 d. 2	8.25 h. 10.99	X X		k. 11 (h ÷ g)
Number of sales of entire remaining parcel					l. 2
Number of sales of portions of remaining parcel					m.

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☐	u. ☐
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☐	w. ☐
Vacant	d. ☐	k. ☐	Commercial	r. ☐	x. ☐
Industrial			Industrial	s. ☐	y. ☐
Light	e. ☐	l. ☐	Vacant	t. ☐	z. ☐
Heavy	f. ☐	m. ☐	Other (explain)	aa: ____	ab. ITEM K
Vacant	g. ☐	n. ☐		____	____

E. LAND USE STATUS

ITEM E

AND USE STATUS

Use up to the time of taking		Use of remainder up to time of study.	
Vacant	a. ☐	Vacant	i. ☒
Agriculture, forestry, fishing	b. ☒	Agriculture, forestry, fishing	j. ☒
Manufacturing, construction, mining	c. ☐	Manufacturing, construction, mining	k. ☐
Transportation, communication, electric, etc.	d. ☐	Transportation, communication, electric etc.	l. ☐
Wholesale and retail trade	e. ☐	Wholesale and retail trade	m. ☐
Services, (service stations, motels, etc.)	f. ☐	Services, (service stations, motels, etc.)	n. ☐
Government	g. ☐	Government	o. ☐
Residential	h. ☐	Residential	p. ☒

Describe land use status briefly.

q. Gentleman's sheep farm r. See Item K

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

CCESS BEFORE AKING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☒	j. ☐
Travel distance to nearest town or trading center in each direction to nearest half mile	k. 2.0 East	l. 9 West

ITEM F-2

CCESS AFTER AKING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access restricted to frontage road	f. ☒	j. ☐

Travel distance to main highway entrance k. ☐ on ramp, l. ☐ off
m. ☒ interchange to the nearest tenth of a mile n. 0.1

Travel distance to nearest town or trading center in one direction to nearest half mile. o. 2.0

ITEM F – 3 THER ACCESS

Direct access to road other than principal highway — a. County Road
Intersecting new highway — b. ☒
Not intersecting new highway — c. ☐
Travel distance to nearest town or trading center to nearest half mile in one direction — d. 2.0

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 LEVATION OF EMAINDER AT IGHWAY

Before		After
a. ☒	At grade level	d. ☒
b. ☐	Feet above grade	e. ☐
c. ☐	Feet below grade	f. ☐

ITEM G – 2 ISIBILITY OF IGHWAY FROM EMAINDER

Before		After
a. ☐	Fully	d. ☐
b. ☒	Partially	e. ☒
c. ☐	Not visible	f. ☐

ITEM G – 3 ESCRIPTION

NA

Separated a. ☐ Isolated b. ☐ Landlocked c. ☐ On dead end d. ☐

ITEM H – 1 OMPENSATION

	Amount of award	Month and Year of award
Negotiated settlement	a. 12,000	e. 8-57
Administrative or quasi-judicial body	b.	f.
Trial court	c.	g.
Appellate court	d.	h.

ITEM H –2 OLLAR PAY– ENTS FOR AKING RIGHT F WAY

Total payment for land and improvements taken — a. 4,965

	Acres ☒ sq. ft. ☐	Price per unit	Total
Land Taken *	b. 9.91	c. 400	d. 3,965
Improvement *			e. 1,000
Amount of damages resulting from taking			f. 7,035

Elements considered in establishing damages to remainder:

Proximity	g. ☒	Access restricted	j. ☐
Reduction in size	h. ☐	Divided property	k. ☐
Shape	i. ☐	Other (specify) Loss of brook	l. ☒

Estimated benefits resulting from taking — m. 0

General * n. NA

Special * o. NA

TOTAL dollar payments for taking right of way — p. 12,000 (p = a + f - m)

* If available and appropriate

TEM H – 3
RAISED VALUES AND
MENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 62,900	b. 4,965	c. 7,035	d. 50,900
Land	e. 40,300	f. 3,965	g. 5,450	h. 30,885
Improvements	i. 22,600	j. 1,000	k. 1,585	l. 20,015

I. SALE PRICE OF REMAINING PARCELS

TEM I
E PRICE OF
SEQUENT
AINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a.	3/7/59	13920	NA	13920	8.25	1700+	0
b.	3/7/59	5000	NA	5000	10.99	455+	7
c.							

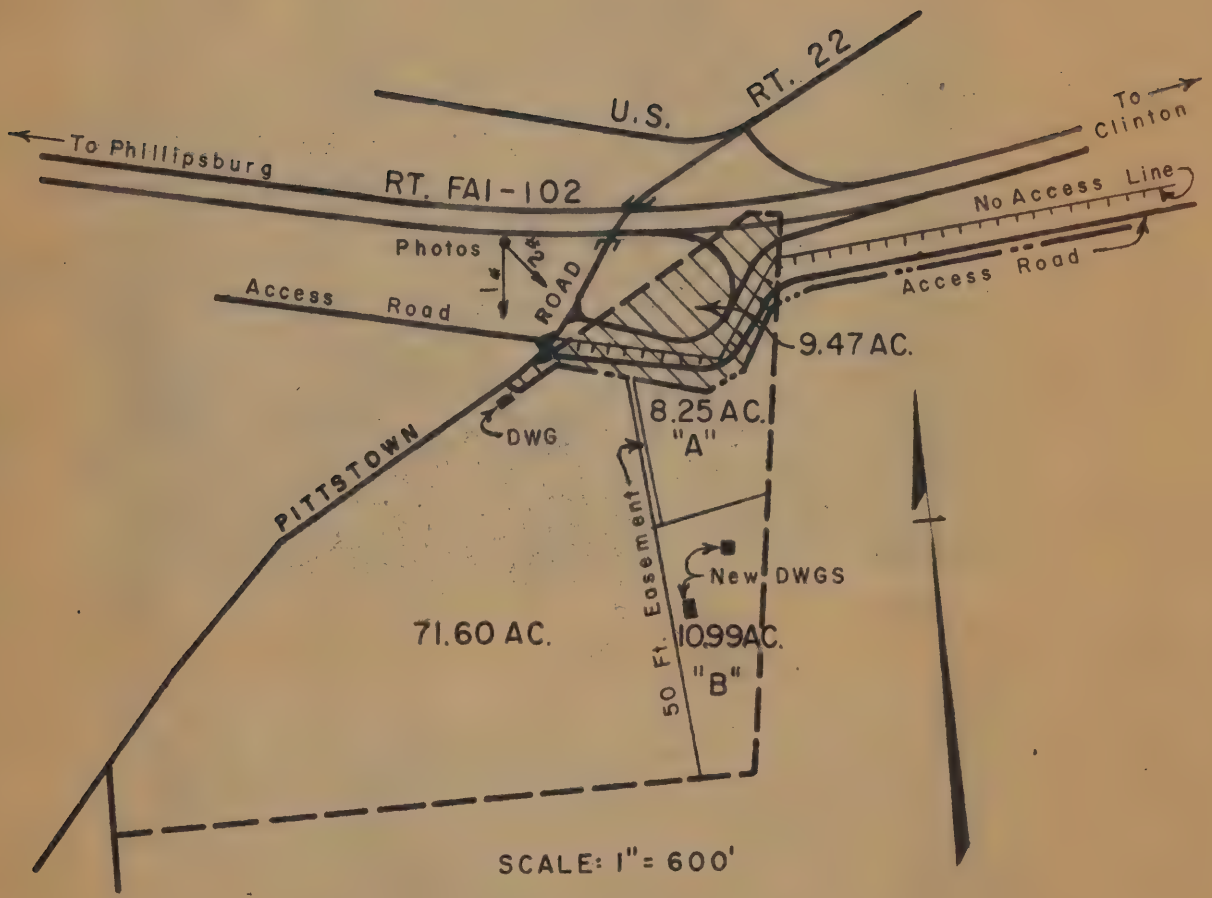
[ ] Additional sales listed -- Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly a. purchased as motel site

~~* If available~~ b. residential sites

ITEM J-1

ROUTE FAI - 102 - 2 - (4)
INTERSTATE 78
PARCEL 5



ITEM J – 2

AFTER

2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

D-E The area of 71.60 acres shown on the exhibit map (Item J-1) is in the original ownership and used as a farm.

☐ Plot "A", with an area of 8.25 acres, was sold for a motel site. It is not yet developed

Plot "B", containing 10.99 acres, is now occupied by two dwellings in the $25,000 to $35,000 price range.

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Reporter's signature and title Adrian C. Finster Date 8-1-60
DISTRICT ENGINEER, ROW

SAMPLE 4
ISOLATED PROPERTY

On January 28, 1952, the State of New Jersey acquired 13.40 acres of land from a 77.62 acre farm in West Deptford Township, Gloucester County, for the construction of Route 44 Freeway, now part of Interstate Route 295. Frontage was on Church Street to the East and Fowler Road to the West. The remainder was divided into two portions by the acquisition, leaving 13.45 acres on the northerly side of the freeway and 50.77 acres on the southerly side, a total of 64.22 acres. Access to Fowler Road was impaired by a proposed overpass, which is but partially formed.

Appraisals at the time of the taking indicated a value of $46,572 for the entire farm, $8,040 for the value of the realty taken, $8,960 damages to the remainder and $29,572 for the value of the remainder.

On January 18, 1954, a rectangular plot with an area of 1.82 acres and containing the principal farm buildings was sold for the sum of $10,000. This is marked "A" on the following exhibit map. On December 27, 1955, tracts "B" and "C" were sold by the owner to a subsidiary of the Pennsylvania Railroad, which was assembling a large area of land for an industrial development, for the sum of $69,500. Total payment for the "after" sales was $79,500, covering owners entire remaining property. Thus we find that the remainder was not damaged to the amount of $8,960 but was sold for about $40,000 more than the value at which it was appraised by the State.

SAMPLE NO. 4

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 LOCATION OF PARCEL REAL PROPERTY

a. State New Jersey
b. County Gloucester
c. City West Deptford Twp.
d. Street Church Street
e. Route 44 Freeway Section 11 & 14 Parcel 60

ITEM A-2 NEAREST URBAN PLACE

a. Name Woodbury
b. Population 12,400 as of: c. ☒ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B-1 HIGHWAY DATES

a. Date completed 9 (MONTH) 1954 (YEAR)
b. Date of investigation 5 (MONTH) 1960 (YEAR)

ITEM B-2 IDENTIFICATION

a. U.S. Route No. 130
b. State Route No. 44 Frwy.
c. Interstate Route No. 295
d. Other (Specify type)
e. Highway name, if any

ITEM B-3 TYPE OF HIGHWAY SYSTEM

a. ☐ Interstate rural
b. ☒ Interstate urban
c. ☐ Other FAP rural
d. ☐ Other FAP urban
e. ☐ FAS rural
f. ☐ FAS urban
g. ☐ Other State
h. ☐ Local rural
i. ☐ Local urban
j. ☐ Nonclassified
k. ☐ Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road One-Way	Frontage Road Two-Way
Arterial Highway	a. ☐	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☒	f. ☐	j. ☐
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE ACQUIRED PROPERTY

a. 1 (MONTH) b. 28 (DAY) c. 52 (YEAR)

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	AREA No.	AREA check one: acres	AREA check one: sq. ft.	Area as percentage of former tract
Entire tract	a. 6,250	e. 77.62	X		i. 17 (Item f ÷ e)
Parcel Taken	b. 1,280	f. 13.40	X		
Remaining tract	c. 4,970	g. 64.22	X		j. 83 (g ÷ e)
Subsequent sale of remaining tract	d. 4,970	h. 62.40	X		k. 97 (h ÷ g)

1.82

Number of sales of entire remaining parcel — l.
Number of sales of portions of remaining parcel — m. 2

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☒	u. ☒
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☐	w. ☐
Vacant	d. ☐	k. ☐	Commercial	r. ☐	x. ☒
Industrial			Industrial	s. ☐	y. ☐
Light	e. ☐	l. ☐	Vacant	t. ☐	z. ☒
Heavy	f. ☐	m. ☐	Other (explain)	aa:	ab.
Vacant	g. ☐	n. ☐			SEE ITEM K

E. LAND USE STATUS

ITEM E

LAND USE STATUS

Use up to the time of taking		Use of remainder up to time of study.	
Vacant	a. ☐	Vacant	i. ☒
Agriculture, forestry, fishing	b. ☒	Agriculture, forestry, fishing	j. ☒
Manufacturing, construction, mining	c. ☐	Manufacturing, construction, mining	k. ☐
Transportation, communication, electric, etc.	d. ☐	Transportation, communication, electric etc.	l. ☐
Wholesale and retail trade	e. ☐	Wholesale and retail trade	m. ☒
Services, (service stations, motels, etc.)	f. ☐	Services, (service stations, motels, etc.)	n. ☐
Government	g. ☐	Government	o. ☐
Residential	h. ☐	Residential	p. ☐

Describe land use status briefly.

q. Cultivated farm

r. Part vacant, part farmed, part residential & commercial

See Item K

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

ACCESS BEFORE TAKING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☒	j. ☐

Travel distance to nearest town or trading center in each direction to nearest half mile — k. 2.5 East l. 3.5 West

ITEM F-2

ACCESS AFTER TAKING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☒
Direct access restricted to designated point c. ☒ or points d. ☐	e. ☐	i. ☒
Direct access restricted to frontage road	f. ☐	j. ☐

Travel distance to main highway entrance k. ☒ on ramp, l. ☒ off m. ☐ interchange to the nearest tenth of a mile — n. 0.3 Miles

Travel distance to nearest town or trading center in one direction to nearest half mile. — o. 2.5 Miles

ITEM F – 3 OTHER ACCESS

Direct access to road other than principal highway
- Intersecting new highway — a. Local rural
- Not intersecting new highway — b. ☒ c. ☐

Travel distance to nearest town or trading center to nearest half mile in one direction — d. 2.5 Miles

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 ELEVATION OF REMAINDER AT HIGHWAY

Before		After
a. ☐	At grade level	d. ☒
b. ☐ NA	Feet above grade	e. ☐
c. ☐	Feet below grade	f. ☐

ITEM G – 2 VISIBILITY OF HIGHWAY FROM REMAINDER

Before		After
a. ☐	Fully	d. ☐
b. ☐ NA	Partially	e. ☒
c. ☐	Not visible	f. ☐

ITEM G – 3 DESCRIPTION

Separated a. ☐ Isolated b. ☒ Landlocked c. ☐ On dead end d. ☐

ITEM H – 1 COMPENSATION

	Amount of award	Month and Year of award
Negotiated settlement	a. 17,000.	e. 1-28-52
Administrative or quasi-judicial body	b.	f.
Trial court	c.	g.
Appellate court	d.	h.

ITEM H –2 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY

Total payment for land and improvements taken a. 8,040.

	Acres ☒ sq. ft. ☐	Price per unit	Total
Land Taken *	b. 43.49	c. 600.	d. 8,040
Improvement *			e.
Amount of damages resulting from taking			f. 8,960

Elements considered in establishing damages to remainder:

Proximity	g. ☐	Access restricted	j. ☐
Reduction in size	h. ☐	Divided property	k. ☒
Shape	i. ☐	Other (specify) SEE ITEM K	l. ☒

Estimated benefits resulting from taking — m. 0

General * n. 0

Special * o. 0

TOTAL dollar payments for taking right of way — p. 17,000 (p = a + f - m)

* If available and appropriate

ITEM H – 3
APPRAISED VALUES AND PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 46,572	b. 8,040	c. 8,960	d. 29,572
Land	e. NA	f. NA	g. NA	h. NA
Improvements	i. NA	j. NA	k. NA	l. NA

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF SUBSEQUENT REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a.	1-54	10,000	NA	NA	1.82		4 & 7
b.	12-55)	69,500	NA	NA	13.45		0
c.	12-55)		NA	NA	48.95		1

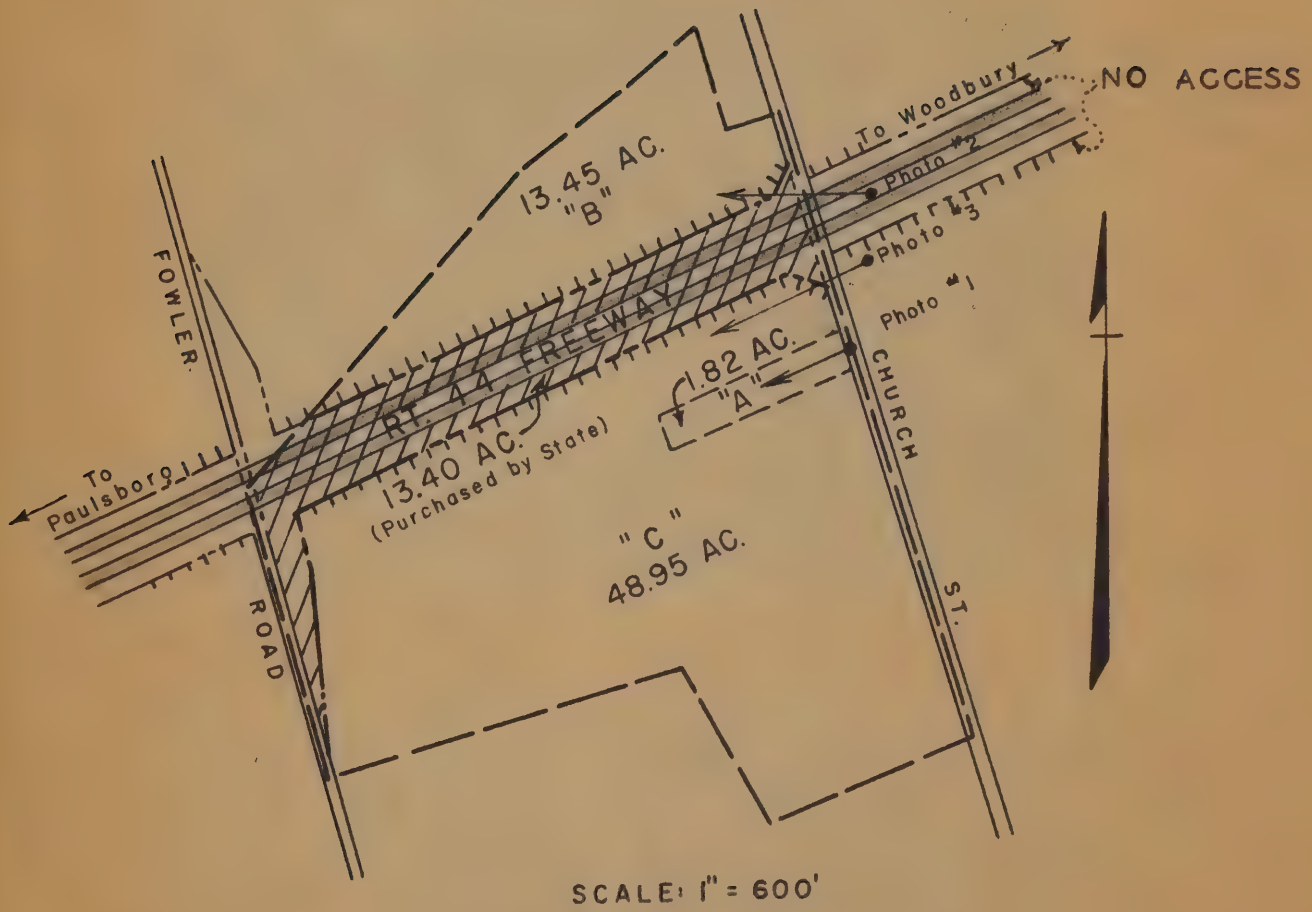
☐ Additional sales listed — Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly See Item K

* If available

ITEM J-1

INTERSTATE 295
ROUTE 44 FREEWAY
SECTION 11 & 14
PARCEL 60



SCALE: 1" = 600'

ITEM J-2

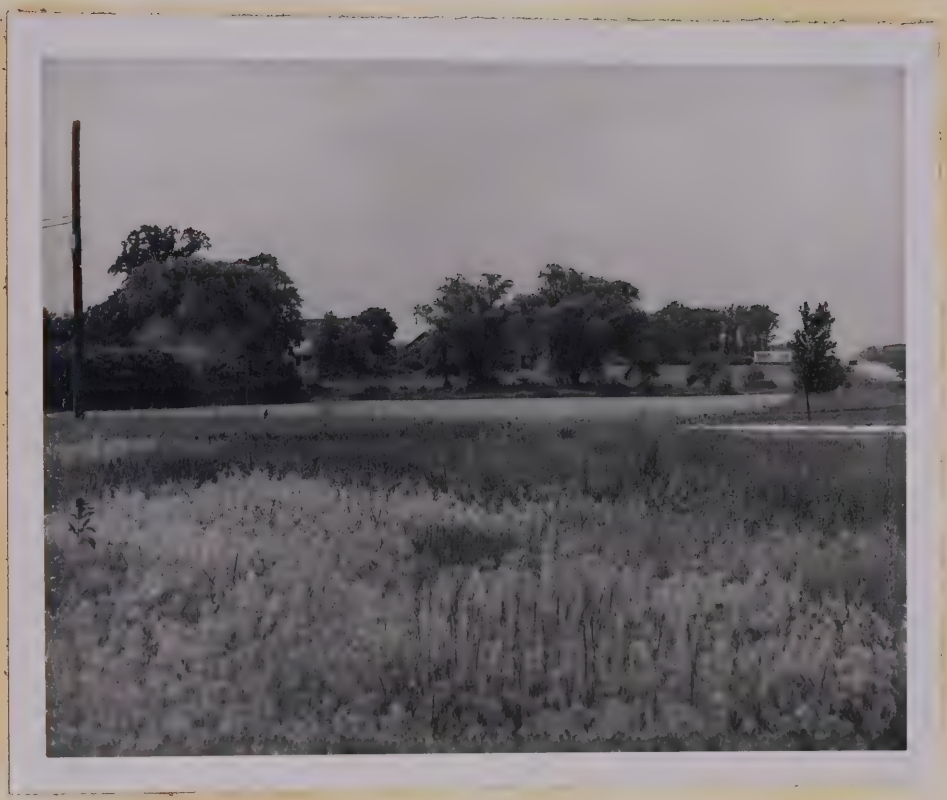
AFTER

1

2

ITEM J-2

AFTER



3

K. ADDITIONAL INFORMATION

ITEM K ADDITIONAL INFORMATION

Please indicate in the boxes the item for which information is being supplied.

D-E Two sales were made out of the remaining tracts. Plot "A", containing 1.82 acres was sold for $10,000. This plot contained the large farm buildings. It is now used for residential purposes and for stripping used cars for parts, which are sold generally at wholesale.

The second sale covered the remaining two tracts, one containing 13.45 acres and the other 58.95 acres. The smaller tract is vacant. The larger is partly raw land, with the remainder used for tenant farming.

H-2 The future relocation of Fowler Road will be on an embankment, at present partly formed, that will be 18 to 20 feet above the remainder. A portion of Fowler Road frontage is thus rendered unusable.

I Area "A" on the map, contains the main farm dwelling. It is also now used for stripping used cars for parts that are then sold, generally in bulk lots. Standard Industrial Classification Number 5936.

Area "B" is unused land.

Area "C" is part raw land, part tenant farmed.

Reporter's signature and title Adrian C. Lincoln DISTRICT ENGINEER, ROW Date 8-12-60

SAMPLE 5
REDUCTION IN SIZE

On May 10, 1955, the State acquired 0.82 of an acre of land from a 1.15 acre residential plot in West Deptford Township, Gloucester County for Route 44 Freeway, now Interstate Route No. 295. Two sheds were within the taking. A small frame dwelling and a garage were on the remaining plot, which had an area of 0.33 of an acre. Payment for the taking included $1,000 for the land and $250 for the improvements within the taking. Settlement in the sum of $1,250 did not include any allowance for damages. Value of remainder was appraised at $5,500.

On January 26, 1956, the remainder was purchased by a subsidiary of the Pennsylvania Railroad, which was assembling a large area of land for an industrial development, for the sum of $6,000. The dwelling and garage were in poor condition and were subsequently demolished.

It is believed that the $500 difference between the State's estimate of the value of the remainder and its subsequent sales price was caused by the necessity of the purchaser to round out its holdings and to provide frontage on Church Street for its existing holdings to the east of Grove Street.

CONDEMNATION OF LAND

On May 15, 1936, the State acquired 0.72 of an acre of land from I.M. Weinstein, Inc. in West Deptford Township, Gloucester County for Route 55 Freeway, now Interstate Route No. 295. Two small frame dwelling and a garage were on the remaining plot, which had an area of 0.33 of an acre. Payment for the taking included $1,000 for the land and $250 for the improvements within the taking. Settlement in the sum of $1,250 did not include any allowance for damages. Value of remainder was appraised at $1,300.

On January 24, 1936, the remainder was purchased by a subsidiary of the Pennsylvania Railroad, which was assembling a large area of land for an industrial development, for the sum of $6,000. The dwelling and garage were in poor condition and were subsequently demolished.

It is believed that the $700 difference between the State's estimate of the value of the remainder and its subsequent sales price was caused by the necessity of the purchaser to round out its holding and to provide frontage on Clover Street for its existing holdings to the east of Crane Street.

SAMPLE NO. 5

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERENCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 LOCATION OF PARCEL REAL PROPERTY

a. State New Jersey
b. County Gloucester
c. City West Deptford Twp.
d. Street Grove Street
e. Route 44 Freeway
Section 11 & 14 Parcel 59

ITEM A-2 NEAREST URBAN PLACE

a. Name Woodbury
b. Population 12,400 as of: c. ☒ 1960 d. ☐ 1950 e. ☐ other

B. HIGHWAY DESCRIPTION

ITEM B-1 HIGHWAY DATES

a. Date completed 9 (MONTH) 54 (YEAR)
b. Date of investigation 5 (MONTH) 60 (YEAR)

ITEM B-2 IDENTIFICATION

a. U.S. Route No. 130
b. State Route No. 44 Frwy.
c. Interstate Route No. 295
d. Other (Specify type)
e. Highway name, if any

ITEM B-3 TYPE OF HIGHWAY SYSTEM

a. ☐ Interstate rural
b. ☒ Interstate urban
c. ☐ Other FAP rural
d. ☐ Other FAP urban
e. ☐ FAS rural
f. ☐ FAS urban
g. ☐ Other State
h. ☐ Local rural
i. ☐ Local urban
j. ☐ Nonclassified
k. ☐ Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS

Highway Facility	Type	Frontage Road One-Way	Frontage Road Two-Way
Arterial Highway	a. ☐	e. ☐	i. ☐
Expressway			
Full Control of access	b. ☒	f. ☐	j. ☐
Partial Control	c. ☐		
Belt highway, circumferential or bypass	d. ☐	g. ☐	k. ☐
		h. ☐	l. ☐

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE ACQUIRED PROPERTY

a. 5 (MONTH) b. 10 (DAY) c. 55 (YEAR)

ITEM C-2
SIZE OF PARCELS

Parcel Identity		Frontage (in feet)	AREA No.	AREA check one: acres	AREA check one: sq. ft.	Area as percentage of former tract
Entire tract	a.	292	e. 1.15	X		i. 71 (Item f ÷ e)
Parcel Taken	b.	207	f. 0.82	X		j. 29 (g ÷ e)
Remaining tract	c.	85	g. 0.33	X		k. 29 (h ÷ g)
Subsequent sale of remaining tract	d.		h. 0.33	X		
Number of sales of entire remaining parcel						l. 1
Number of sales of portions of remaining parcel						m.

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. ☐	h. ☐	Occupied	o. ☐	u. ☐
Vacant	b. ☐	i. ☐	Vacant	p. ☐	v. ☐
Commercial			Nonfarm		
Occupied	c. ☐	j. ☐	Residential	q. ☒	w. ☐
Vacant	d. ☐	k. ☐	Commercial	r. ☐	x. ☐
Industrial			Industrial	s. ☐	y. ☒
Light	e. ☐	l. ☐	Vacant	t. ☐	z. ☒
Heavy	f. ☐	m. ☐	Other (explain)	aa: ____	ab. ____
Vacant	g. ☐	n. ☐		____	____

E. LAND USE STATUS

ITEM E

AND USE STATUS

Use up to the time of taking		Use of remainder up to time of study.	
Vacant	a. ☐	Vacant	i. ☒
Agriculture, forestry, fishing	b. ☐	Agriculture, forestry, fishing	j. ☐
Manufacturing, construction, mining	c. ☐	Manufacturing, construction, mining	k. ☐
Transportation, communication, electric, etc.	d. ☐	Transportation, communication, electric etc.	l. ☐
Wholesale and retail trade	e. ☐	Wholesale and retail trade	m. ☐
Services, (service stations, motels, etc.)	f. ☐	Services, (service stations, motels, etc.)	n. ☐
Government	g. ☐	Government	o. ☐
Residential	h. ☒	Residential	p. ☐

Describe land use status briefly.

q. Residential up to 1955 r. Buildings were demolished in 1956

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1

CCESS BEFORE AKING

Access to principal highway before taking

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☐
Direct access restricted to designated point c. ☐ or points d. ☐	e. ☐	i. ☐
Direct access to road other than principal highway	f. ☒	j. ☐

Travel distance to nearest town or trading center in each direction to nearest half mile k. 2.5 East l. 3.5 West

ITEM F-2

CCESS AFTER AKING

Access to new highway improvement

	In both directions	In one direction
Unrestricted	a. ☐	g. ☐
No access	b. ☐	h. ☒
Direct access restricted to designated point c. ☒ or points d. ☐	e. ☐	i. ☒
Direct access restricted to frontage road	f. ☐	j. ☐

Travel distance to main highway entrance k. ☒ on ramp, l. ☒ off m. ☐ interchange to the nearest tenth of a mile n. 0.3

Travel distance to nearest town or trading center in one direction to nearest half mile. o. 2.5

ITEM F – 3 OTHER ACCESS

Direct access to road other than principal highway
- Intersecting new highway — a. Local rural
- Not intersecting new highway — b. ☒ c. ☐

Travel distance to nearest town or trading center to nearest half mile in one direction — d. 2.5

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G – 1 ELEVATION OF REMAINDER AT HIGHWAY

NA

Before		After
a. ☐	At grade level	d. ☒
b. ☐	Feet above grade	e. ☐
c. ☐	Feet below grade	f. ☐

ITEM G – 2 VISIBILITY OF HIGHWAY FROM REMAINDER

NA

Before		After
a. ☐	Fully	d. ☒
b. ☐	Partially	e. ☐
c. ☐	Not visible	f. ☐

ITEM G – 3 DESCRIPTION

NA

Separated a. ☐ Isolated b. ☐ Landlocked c. ☐ On dead end d. ☐

ITEM H – 1 COMPENSATION

	Amount of award	Month and Year of award
Negotiated settlement	a. 1,250	e. 5-55
Administrative or quasi-judicial body	b.	f.
Trial court	c.	g.
Appellate court	d.	h.

ITEM H – 2 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY

Total payment for land and improvements taken a. 1,250

	Acres ☒ sq. ft. ☐	Price per unit	Total
Land Taken *	b. 0.82	c.	d. 1,000
Improvement *			e. 250
Amount of damages resulting from taking			f. 0

Elements considered in establishing damages to remainder:

Proximity	g. ☐	Access restricted	j. ☐
Reduction in size	h. ☐	Divided property	k. ☐
Shape	i. ☐	Other (specify)	l. ☐

Estimated benefits resulting from taking — m. 0

General * n. 0

Special * o. 0

TOTAL dollar payments for taking right of way — p. 1,250 (p = a + f - m)

* If available and appropriate

ITEM H – 3
PRAISED VALUES AND
YMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 6,750	b. 1,250	c. 0	d. 5,500
Land	e. 1,500	f. 1,000	g. 0	h. 500
Improvements	i. 5,250	j. 250	k. 0	l. 5,000

I. SALE PRICE OF REMAINING PARCELS

ITEM I
LE PRICE OF
BSEQUENT
MAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of Improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 1-56	6000	NA	NA	0.379		0
b.						
c.						

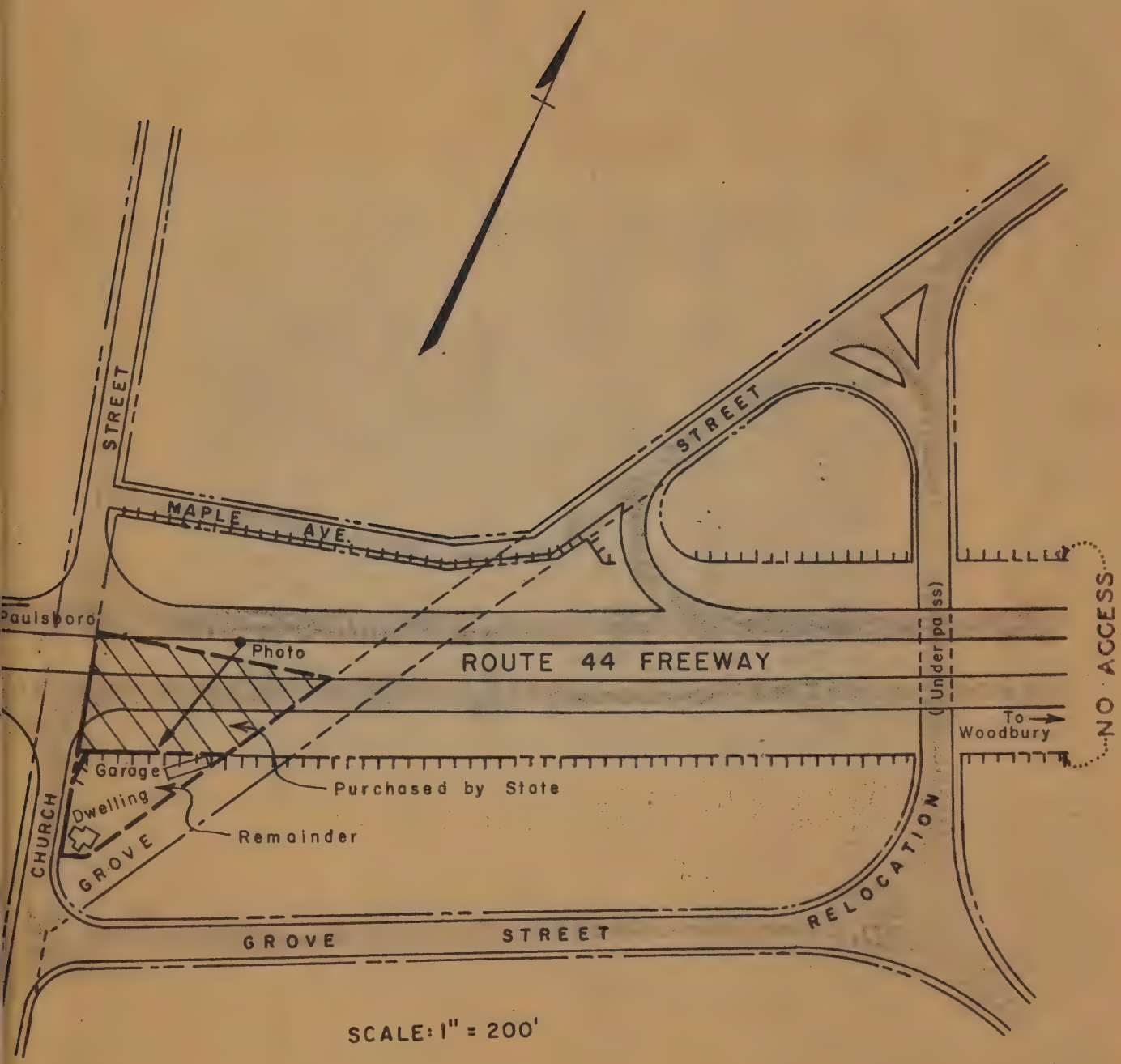
☐ Additional sales listed -- Item K

** Code present use of parcel sold as follows: [0] Vacant; [1] Agriculture, forestry, fishing; [2] Manufacturing, construction, mining; [3] Transportation, communication, electric, etc.; [4] Wholesale and retail trade; [5] Services (service stations, motels, etc.); [6] Government; [7] Residential. Describe use briefly _____

* If available _____

ITEM J-1

INTERSTATE 295
ROUTE 44 FREEWAY
SECTION 11 & 14
PARCEL 59



SCALE: 1" = 200'

ITEM J-2

AFTER

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

☐

☐

☐

☐

☐

☐

Reporter's signature and title Adrian C. Finch Date 8-9-60
DISTRICT ENGINEER, ROW

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